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THE PROBLEM OF
RAILWAY PASSENGER FARES
AND TRAIN SERVICES

A suggested plan for equalising passenger travel over both rail and road services

BY J. H. LAUNDY

Formerly Audit Accountant, Southern Railway

PRICE ONE SHILLING

THE RAILWAY GAZETTE
33, TOTHILL STREET, WESTMINSTER, S.W.1

Overseas Market Research

LAST week we referred to the importance of improved overseas marketing technique as a means of increasing exports from Great Britain to the dollar areas. Four years ago B.E.T.R.O. was started, mainly with this object in view, and the need for research in this highly specialised field becomes more apparent every day. At the annual luncheon of B.E.T.R.O. on July 7, the Secretary for Overseas Trade, Mr. A. G. Bottomley, said that we could not afford to rely on the salesmanship capital built up in the past. Moreover, the buyer was no longer content to take what he could get, and, because the range of commodities exported to dollar countries was somewhat limited, though still offering plenty of scope, means must be found to develop the sale of new types of goods. Extensive use of modern methods of salesmanship would provide a sharp weapon in any attempt to meet this challenge, and those exporters who disdained to make full use of the services of specialists in trying to break into the dollar markets, would start under a heavy handicap. Although in recent months the Board of Trade had strengthened its organisation in North America very considerably, the Government itself could not undertake specific research, and, therefore, industry and commerce must be relied on to take the initiative in this important matter.

* * * *

Tourist Industry Prospects

Although economic conditions have not permitted a rapid rehabilitation of tourist services, the British Tourist & Holidays Board in its second annual report claims that substantial progress has been made in the past twelve months. The most important advance has been the realisation by the Government of the value of these services to the national economy. Other countries also are realising the value of this traffic. During the year a record number of visitors came to Great Britain, and the total earnings of the industry were no less than £47 million in foreign exchange. Future prospects are bright. Lord Jowitt, President of the Travel Association, recently stated that in the first five months of 1949 there were 24,600 visitors to this country from the United States, which represented the very large increase of 32 per cent. over last year, while there were also 8,000 visitors from America who stayed for a few days in transit. There is good reason, therefore, for believing that the tourist industry will retain its position as our greatest dollar earning export. It is estimated that the Festival of Britain planned for 1951 will bring 700,000 visitors from overseas countries, more than 100,000 above the present level, which should earn something like £70 million, including fares in British ships and aircraft.

* * * *

Future of Isle of Man Transport

Elsewhere in this issue we summarise a report by a special committee set up in the Isle of Man to investigate the island transport position. Findings of the committee were arrived at after considering two separate reports on the respective merits of rail and road transport and no revolutionary changes are recommended. Throughout its report this Government committee makes it quite clear that its investigations concern private companies and that it does not recommend that they should be interfered with in any way provided they give efficient service to the public and carry out their statutory obligations. The committee is not prepared to recommend the replacement of rail by road traffic, though it agrees that road services might give cheaper and better service, because in the first place the railways are well suited to seasonal traffic, and, second, closing down of the railways would undoubtedly create an unemployment problem. Other reasons given by the committee are that it would be unwise for the island to be wholly dependent on oil fuel and that serious congestion would result from the transfer of all passenger and goods traffic from the railways to the roads. Reporting on the rail services generally, Mr. G. B. Howden, General Manager of the Great Northern Railway, Ireland, expresses the view that the Isle of Man Railway is well managed and reasonably prosperous, and, thanks to its prudent financial policy, has been able to maintain the safety and reasonable efficiency of its rolling stock and permanent way. Certain

sections of the Isle of Man Railway and the Manx Electric Railway he considers uneconomical and recommends that these sections be closed. Mr. Howden cannot find justification for extensive expenditure on electrification or the installation of double track. With these views the committee agrees.

* * * *

Overseas Railway Traffics

In May, traffics of the Canadian Pacific were £7,618,000, which was an increase of £566,750, compared with the same period in 1948. Aggregate traffics for the 21 weeks, at £36,541,750, advanced by £3,220,750. Canadian National receipts for May were £240,250 down, at £10,046,000, but the total for the 21 weeks showed an increase of £1,857,250 to £49,046,250. Paraguay Central receipts advanced by G36,841 to G143,460 for the two weeks ended July 8. Antofagasta (Chili) & Bolivia receipts for the week ended July 10 were £66,370, an increase of £11,070 on the corresponding week last year; on the aggregate, traffics are up by £380,820, to £1,831,340. Railway and road services receipts on the Midland of Western Australia show a continued advance, aggregate traffics for the 44 weeks standing at A£321,500, an increase of A£53,067; May receipts are A£2,035 up, at A£31,123. La Guaira & Caracas receipts for June are $95,586, a setback of $20,726 on the same month last year, but aggregates for the 23 weeks show an advance of $11,222 to $651,515.

* * * *

Sierra Leone Government Railway

In spite of reductions in services due to a coal shortage and to temporary closing for repairs of an important bridge, both lasting some weeks, freight revenue of the Sierra Leone Government Railway for 1948 constituted a record, and represented an increase of 16 per cent. over 1947. The main reason for this was increased railments of palm kernels due to increased production. A considerable drop in transport of chrome ore may explain a slight decrease in total tonnage conveyed. Passenger journeys increased by 15 per cent., though coaching revenue decreased slightly. The report for 1948, however, states that where effective road competition exists, with its cheaper fares, the adverse effects on railway coaching revenue are beginning to be felt. Gross revenue for 1948 was £410,635, as compared with £361,092 for 1947, and working expenditure was £416,401, against £535,264, which represents a decrease of 22 per cent. in the operating ratio as compared with the previous year. Work continued on the re-alignment of some miles of line, and the report recommends extensive relaying. The Traffic Branch was reorganised and absorbed the former Running Section of the Locomotive Branch. Amongst improved operating results, in spite of the several adverse factors mentioned above, was the punctuality of all trains, including goods, which averaged 97.95 per cent.

* * * *

A Cape to Kenya Railway Possibility

We give details elsewhere in this issue of the survey which is to be undertaken for a railway linking the Northern Rhodesia and East African systems, a connection which has been discussed at various times in *The Railway Gazette* during the past year or so. This project is an old one, but it has now come to the fore in connection with African industrial and agricultural development programmes. Several routes are to be surveyed through Tanganyika. Both the Colonial Office and the East African authorities agree that, although a connection through part of Nyasaland with the new "groundnut" port of Mikindani in Southern Tanganyika, is important, priority must be given to the link with the main East African system, the Kenya-Uganda and Tanganyika sections of which themselves will be linked in the process. The whole project gains added importance when viewed in conjunction with the proposal to make Dar-es-Salaam a major port, as recommended by a committee whose report we hope to deal with in a subsequent issue. Dar-es-Salaam could then become a port for the Rhodesias, not only relieving congestion at the Portuguese port of Beira, but giving them an "all-British" outlet, which for Northern Rhodesia would be much more direct than the long haul by way of Bulawayo. It could also handle some of the heavy traffic now passing through Mombasa. American participation in the railway survey points to American recognition of the part that Africa, and particularly East and Central Africa, must play in world recovery in the years to come.

* * * *

Renovation of a "St. Pancras-Type" Roof in America

It is significant that the Philadelphia & Reading Railroad should be entirely overhauling and renovating the roof of its passenger station in Philadelphia, one of the largest overall arched station roofs still in existence in America. Evidently the retention of this type of roofing, and the expenditure of a large sum on it, are considered desirable. The roof is approximately 500 ft. in length and 260 ft. wide, spanning 13 platform or other roads. The design is a three-hinged arch in wrought iron, with a maximum height of 85 ft. above rail level. One reason for its retention is, doubtless, the fact that the Reading company electrified its Philadelphia suburban services in 1931, thus reducing considerably the locomotive exhaust fumes under the roof. The rejuvenation of the roof is being carried out in connection with a general scheme of improvements at the "Reading Terminal," involving the complete modernisation and rearrangement of the station to improve facilities for dealing with the present-day volume of season-ticket and through passenger traffic.

* * * *

Single-Line Bridge Girder Renewals under Traffic

One 50-ft. and three 160-ft. pin-connected deck truss spans of the San Joaquin River bridge on the Southern Pacific Railroad have recently been renewed under traffic. The old 160-ft. spans, though fabricated in 1899, were up to Cooper's E 46 loading, but the fact that the eye-bars were not now taking the load equally, and the increasing weight of traffic, combined to make replacement imperative. This work was carried out with the aid of timber falsework—consisting of round-post trestles and 17-in. × 8-in. stringers supported by 195 piles driven to an average depth of 15 ft. below cut-off—erected under the spans. The floor-system of each span was then wedged up on the falsework, and the remainder of the span was removed, leaving the floor as part of the falsework to carry the traffic at slow speeds. The next stage was the replacement of the old flooring by new, and subsequently the erection of the new main trusses. The dismantling of the old and erection of the new spans was effected with a locomotive crane. As soon as each new truss was bolted and pinned, it was swung free of the falsework. While riveting proceeded, the falsework was shifted to the next span in succession, allowing the lateral bracing of the first span to be completed. The new spans are designed for Cooper's E 72 loading.

* * * *

Off the Rails

There has lately been a revival of the cry for the abolition of the railway. The anti-rail zealots have discovered that it is an unnatural growth, which would never have come to flower had mechanical road transport been perfected a century ago. They can be classed with Swift's Laputan savants who strove to extract sunbeams from cucumbers or with those who hold that the universal adoption of shorthand will usher in the millenium. They hardly help their case by appealing to history—a study of Mr. Charles E. Lee's "The Evolution of Railways" would show them that the railway has as honourable an antiquity as the road, of which it is, as he says, a "specialised form." We are told that we could manage without railways—as once we did—yet no sensible man advocates the abolition of aircraft because our fathers were without them. Even before 1914, when road motor transport was coming into its own, this bleat of railway obsolescence was heard. The railway is charged with lack of flexibility. That, if true, is outweighed by its advantages of speed and high-carrying capacity. The flexibility of the road vehicle is balanced by its limitations. Every form of transport has its proper function in our complex society. Unremunerative branches and stations may be closed, and their traffic handled by road, but this 'lopping' will be of the dead wood, thus strengthening the main trunk of the railway system.

The "L.M.A. Handbook"

THIS publication seeks to simplify and ensure correctness in almost every section of the locomotive business by adopting standardised terms. Now, if there has been one outstanding need in the practical working of the locomotive industry as a whole, it has been the standardisation of names for the various constituents. That subject receives little or no publicity; yet not a day passes in any works but the need for it is expressed most forcibly, particularly when dealing with spares or replacements. Often there is no standardised term within the confines of a single works or railway; and most industrial users of locomotives have their own private nomenclature for the smaller details, so that there is recurrent confusion when spares are being ordered. The matter becomes far more complicated when ordering or correspondence involves the use of two or more languages. No better illustration of the need for the publication of standardised terms and their equivalents in the principal languages can be found than the letter from Mr. O. P. C. Collier, General Manager & Chief Mechanical Engineer, Eritrean Railways, published in our issue of June 10, where the humour of the result lessened neither the confusion nor the waste of time.

Two things are needed in this direction. First, someone must do the work of drawing up the names and the equivalents in other languages, and getting them agreed by technical experts. Secondly, the standards set forth must be adopted and used by owners of locomotives. The first part now has been done, and set forth in an ambitious way in the recently issued "L.M.A. Handbook," published by the Locomotive Manufacturers' Association of Great Britain. This book, in the compilation of which the personnel of all ten member companies of the L.M.A. have taken an active hand, forms not merely a dictionary of locomotive terms, but what in effect is an ordering list. For this purpose the locomotive has been divided into eight groups. The name of each part has been carefully considered and put down in English, French, Spanish, Portuguese, and German. Then each part has been given a number of which the first figure denotes the group. For example, 1,178 denotes item 178 of group 1; this group covers the boiler, and the particular piece is the feed-water tray. The frame is covered in group 3, and the number 3,178 denotes a brake crossbeam. This procedure prevents astronomical numbers being reached, and gives a double check on the correctness of the number when ordering. Moreover, correct number and name are put beyond all doubt by a selection of diagrams in which each part is given its key number.

The procedure in this case has a further interest. Last year, the L.M.A., after many months of work on the part of leading works men, issued "Limits and Fits for Use in Locomotive Work" (see *The Railway Gazette* for August 20, 1948), in which details were given of standard practice adopted throughout the eleven private locomotive works in this country. In a sense this was the practical initiation of a policy of that standardisation which does not stultify progress, and which the L.M.A. believed to be one of its own principal technical functions. The second major step in that policy is the standardised terms.

Such a work of itself calls for encomiums; yet the recording of it forms no more than a third of the "L.M.A. Handbook"; and a word should now be said about that book in general, for although we believe this standardisation forms the greatest justification for it, the remaining contents should not be introduced *via* the back door. History; Enquiries; Standard Specifications for Locomotive Materials; Dictionary of Locomotive Terms (in eight groups); Accessories Terms and Diagrams; Common Parts and General Terms for Materials and Tools; Limits and Fits; and Technical Data form the principal headings. "Limits and Fits" already has been published separately and the principles involved and the instructions for its working are simply reproduced in the Handbook.

One thing should be emphasised; and that is that the title, "L.M.A Handbook," is a correct one. The book, compendious though it is, is in no sense a handbook of locomotive engineering, design, or construction. In that way it differs from the smaller yet invaluable pre-war publications of Alco and Henschel, to mention but two. The Alco pocket book has been very widely appreciated in Great Britain for many years. In it were first published the celebrated Cole ratios, and it is surprising how many designers in this country still think in terms of those ratios if they want a quick approximate guide or a check. The Henschel "Taschenbuch für Lokomotiven" gave crystallised up-to-date information on various aspects of locomotive and train resistance, curve resistance, boiler evaporation, and the like, as well as tabloid information on numerous locomotive designs.

This direction of design and construction is the one which all will hope the "L.M.A. Handbook" will take in future editions. Already a beginning has been made by Part VI: Technical Data, in which special tables give such information as curve and wheel arrangement particulars, wheel r.p.m. at various speeds, and so on. But most of the information in this section is just of the general character one can find in any engineer's pocket book, and it might well be replaced by those data so special to locomotive design and calculation that they do not find their way into any general publication. Up-to-date information is badly needed in regard to locomotive and articulated locomotive resistance; power and speed curves; tube, firebox, thermic syphon and total evaporation; steam consumption with modern valve gears and simple expansion; balancing practice in regard to reciprocating weights; and the characteristics of modern Walschaerts and poppet valve gears. The "L.M.A. Handbook" ought to be the place to find it.

* * * *

Permanent Way in the Anglo-American Zone of Germany

THAT part of the German Railways system which lies in the Anglo-American Zone consists of some 37,000 miles of plain track and 156,000 items of point and crossing work, or one half of the pre-war Reichsbahn system. Approximately 60 per cent. of the trackwork and 33 per cent. of points and crossings are on timber, and the remainder on steel sleepers.

Maintenance required the employment annually of 55,000 men, and the use of about 250,000 tons of steel permanent way materials and 2,500,000 sleepers as replacements. These quantities have not been freely obtainable for some years, and renewals are considerably in arrears. Since 1945 relaying has been possible only to a small extent. Adequate maintenance of all lines has not been possible since 1945, partly because of lack of manpower and materials before the currency reform in the summer of 1948, and partly because of the subsequent unfavourable financial situation of the German Railways.

Supplies of steel to the railways were restricted after 1939. Since 1946 only about one-eighth of the steel and one-fifth of the timber required have been obtainable. Other adverse factors have been shortage of workers of supervisory grades and the reduced output of workers, due to malnutrition. As a result, running speeds on many sections have been reduced, and a general speed limit of 62 m.p.h. has been imposed. Even so, there are more than 300 service slacks.

As a result of the steel and timber shortages the Reichsbahn in 1942 evolved a pre-stressed concrete sleeper, with wire or bar reinforcements. Mechanical equipment for packing ballast was introduced in 1942, and it is hoped to increase the number of units in use.

Bomb and other damage to the permanent way sustained during hostilities was made good at the time, in so far as it was necessary for the running of trains. By May, 1945, in what is now the Combined Zone, some 2,200 miles of plain track, or nearly 6 per cent. of the whole, and 13,000 items of point and crossing work, or over 8 per cent. of the whole, had been destroyed. By the end of 1948, 80 per cent. of these had been replaced; further replacement is for the moment impossible, because of the financial situation. The indirect results of war are more serious; as a result of shortages of men and materials there have been since 1939 arrears of track renewal amounting to 5,000 miles of plain track and 18,000 items of point and crossing work, which require over 1,000,000 tons of steel and 10,000,000 wooden sleepers; little of this seems likely to be available in the near future.

The permanent way is not in that state of repair in which it was almost everywhere in Germany before the war, which is the main reason for speed restrictions. We are indebted for the above information to the Central Administration of the German Railways in the Anglo-American Zone, Offenbach.

Sir Alan Mount's Annual Report

THE twenty-first annual report* of Sir Alan Mount, Chief Inspecting Officer of Railways, and the last to appear over his signature, is somewhat longer than usual. It covers the first year of nationalisation and he has considered it advisable to give greater space than previously to his review of the year and to refer to the regulatory procedure followed by his department in dealing with accidents and such other matters as fall to be dealt with by the Minister of Transport under the Statutes applying to the safety of railway passengers and servants. Unfortunately, there were in 1948 too many fatal train accidents, but, as will be seen from the graph on page 91, the peak of the bad cycle appears now to have been passed.

Although many persons have assumed that the transfer of the railways to the State would affect the status of the Inspectorate, this has not been so. The jurisdiction of the Minister of Transport as regards safety has not altered as a result of the change; the duties, responsibilities, and independence of the Inspecting Officers remain unaltered. The report explains that under the Road & Rail Traffic Act, 1933, "no railway, part of a railway, any fixed works, or electric traction, may be brought into use for passenger traffic without the approval of the Minister. Large installations, as well as new methods of signalling, are also subject to his approval. Before this is given, or as a condition, the works are inspected, and the Inspecting Officer may require any additions or alterations which he may consider necessary for the safety of the public and railway staff. Similar inspection and approval procedure has been in force under various Acts since November, 1840."

This has been carried on with the minimum of legislative interference in purely technical matters, as compared with the elaborate methods adopted in some other countries, where even the details of design of railway equipment are dealt with under Ministerial authority, without, to judge from such statistics as have been made available, achieving an appreciably better standard of working than has long ruled in Great Britain. Under the Regulation of Railways Act, 1889, Orders were made by the Board of Trade, which then exercised the functions now discharged by the Ministry in these matters, requiring the railways to adopt the block system on passenger lines, interlocking, and automatic continuous brakes on passenger trains. The only Act before that which expressly stipulated the adoption of certain apparatus was that bearing a similar title and passed in 1868. This obliged the railways to provide means of passenger communication on all trains running more than 20 miles without a stop. These obligations are still in force. The Minister can grant exemption from block working where special conditions prevail. He is further empowered by the Railway Employment (Prevention of Accidents) Act, 1900, to make Rules with the object of reducing or removing the dangers and risks incidental to railway service. Such rules were made, in 1902 and 1911, and others can be made "provided the railways are first given an opportunity," says Sir Alan Mount, "to remove the danger on their own initiative." The Railways Act, 1921, empowered the Minister to require or authorise measures of standardisation, but he is not responsible for the construction or maintenance of rolling stock, the maintenance of permanent way or signalling equipment, or the qualifications of operating personnel.

Under the 1900 Act, above-mentioned, and the Regulation of Railways Act, 1871, all accidents on passenger railways, or such as involve fatality or injury on railway premises, continue to be reported to the Minister under an Order made in 1945. He orders a formal inquiry into any accident where circumstances call for it, and the results are published, under the terms of the 1871 Act, with recommendations, if necessary. "The publicity thus achieved," says the report, "has had beneficial effect on the promotion of safety." Such, briefly, is the legislation, and so well has the procedure worked hitherto that we think it unlikely that it will be altered materially in the future.

The report is based on the arrangements introduced on January 1, 1946, which made a direct comparison with pre-war years again substantially possible. The table reproduced below analysing the various causes of train accidents, shows that of the total of 1,293, 362 were collisions, 276 derailments, 447 were cases of running into obstructions (including 171 instances of animals on the line), with 132 fires in trains and 76 miscellaneous accidents. Failure of train crews was responsible for 169 collisions and 69 derailments, while signalmen were answerable for 24 and 14 respectively, 10 collisions being brought about by irregular block working. These 1,293 accidents resulted in the deaths of 39 passengers, 14 servants and 21 other persons, compared with 93, 8, and 20 in 1947.

—	Collisions	Derailments	Running into Obstructions	Fires in trains	Miscellaneous	Total
1. Failure of train crew (including guard) :—						
(a) Passing signals at danger	38	12	40	—	1	91
(b) Other irregularities or want of care	131	57	25	1	5	219
2. Failure of signalman :—						
(a) Irregular block working	10	—	1	—	—	11
(b) Other irregularities or want of care	14	14	13	—	—	41
3. Failure of other operating staff	58	19	73	1	22	173
4. Failure of train crew and or signalman and or other operating staff	38	8	14	—	1	61
5. Faulty loading	6	15	2	16	4	43
6. Technical defects :—						
(a) Engines	2	11	—	1	1	15
(b) Vehicles :—						
i. Drawgear	6	33	—	—	1	40
ii. Other items	8	44	5	11	5	73
(c) Track or signalling apparatus	3	47	8	—	2	60
7. Other causes :—						
(a) Snow, landslides, floods	—	2	8	—	1	11
(b) Animals on the line	—	—	171	—	—	171
(c) Misconduct of the public	44	—	1	39	25	109
(d) Miscellaneous	4	14	86	63	8	175
Total	362	276	447	132	76	1,293

Sixteen Formal Inquiries

It was considered necessary to hold formal inquiries into sixteen of these accidents; many others were settled satisfactorily by correspondence. The reports following most of these have appeared in summarised form in our columns, but a few remain yet to be dealt with. As Sir Alan Mount emphasises, after the serious record of the preceding summer and autumn, 1948 opened badly, with the accidents at London Bridge, Conington, Winsford, and Wath, 46 persons losing their lives in the first five months of the year.

At London Bridge on January 23, 1948, a motorman and a passed fireman travelling with him, both of whom were killed, overlooked a colour-light inner home signal at danger, and collided with a standing train, which was driven back on to the concourse, where an intending passenger received fatal injuries. Unfortunately it proved impossible to change the route by the time the motorman's error was noticed. At Conington, on March 1, 1948, a light engine approaching in a fog ran down a lorry carrying prisoners of war, which had been driven straight on to the line without due precautions being taken; and at the same place later in the year, on October 16, a private motorcar was run down by an empty carriage train; the owner driver was apparently preoccupied with the possible movement of a train which he could see ready to start from a siding and forgot to ascertain whether one was coming in the

* H.M. Stationery Office. Price 1s. 3d.

opposite direction. At Lamington, on March 7, 1948, a most unfortunate combination of circumstances led to a water gauge, which was not quite rightly adjusted but nevertheless able to give correct information, being cut out of action and the driver left to rely on one so incorrectly assembled as to be totally useless and grossly misleading. Eventually the firebox collapsed and the driver was fatally scalded. All gauges of the type in question are in future to be assembled at works, and fitted at sheds only as complete units. The Winsford accident, on April 17, 1948, gave rise to exceptional comment and occasioned 24 deaths. A passenger, desiring to reach home with the minimum of trouble, pulled the communication chain and disappeared in the darkness. The train was stopped for 17 min., but eventually the guard had got back some 400 yd. when a fast postal train was seen to approach. Despite efforts to slow down a violent collision took place. A complete breakdown of block working had occurred, the signalman at the box in advance, an experienced man who could give no satisfactory explanation of his neglect of a fundamental duty, having given "train out of section" without seeing the train, despite inquiries about it from the boxes on each side. The Railway Executive now has decided to standardise an arrangement of block controls designed to prevent such an error again being committed.

Correspondence was received by the Ministry showing that doubt had been raised in the public mind about the provision of train emergency communication. As already stated, this is required under the Act of 1868, but there are limitations which apply to anything of the kind. Sir Alan Mount observes that "it would not be desirable, and might even be dangerous, to give a passenger power to bring a main-line train to a sudden stand without power of delay by the driver." In addition, the apparatus "must not require any connecting up between coaches when they are coupled together" and it "must be simple, reliable, and, if possible, self-testing." The gradual brake application system, now generally used, appears first to have been applied on a railway in Russia by Thomas Urquhart in 1886. In 1890 the then Manchester, Sheffield & Lincolnshire Railway demonstrated almost the same equipment to Colonel Rich and Major-General Hutchinson, and Board of Trade approval was given to it on December 18. The old cord system, approval of which was withdrawn in 1873, nevertheless continued in use for some time, likewise certain electrical systems, especially Stroudley & Rusbridge's on the Brighton line, which lasted longer than any. Sir Alan Mount considers that there is no call for making a change in the present arrangements, and that to apply telephones, bells, wireless, etc., as some propose, would bring no advantage. It is "very rare that, in practice, the present apparatus leads to justifiable complaint."

At Wath, on May 18, 1948, the track had become severely distorted by heat—solar temperature was 125° F.—along a length where colliery subsidences are fairly frequent, and maintenance was not up to the standard required by the traffic there. The engineering staff had failed to appreciate the lateral weakness of the loose dry ash ballast after disturbance by packing. An express became derailed by the buckled track, with serious results. Research into the resisting strength of various types of ballast is being undertaken.

Another derailment occurred at New Southgate on July 17, 1948, due to an overpacked rail joint preceded by some irregular cross-level, fortunately with surprisingly little harm to the passengers. The speed was thought to be in excess of the 60 m.p.h. permitted at the spot. The report on the case stressed the need for a higher standard of maintenance work, and the undesirable effect on those responsible of long-continued speed restrictions.

A signalman's irregular acceptance of two trains at a junction, followed by the overrunning of the branch home signal, led to the collision at Ardler Junction on the same day. The driver appears to have taken the main-line home signal as his own. Unfortunately there was no detonator placer, but one has now been provided. The proposal to make the branch distant signal workable was not accepted by the railway authorities.

Another level crossing accident took place on September 15, 1948, at Garton, when a lorry carrying foreign farm workers was run down, with three fatalities. The view approaching the line was not good, and the lorry driver, although he had been over the crossing, was not well acquainted with the locality. He failed to notice a lowered signal nearby and to wait until one of his passengers, who was opening the gate, went forward to see that it was safe to cross. It is possible that this particular crossing may be abolished.

Two unusual accidents occurred on September 18 and November 16, 1948. In the first, near Langley Mill, the middle connecting rod of an express engine became disconnected and pierced the boiler, the enginemen escaping fortunately with light injuries. Big-end brasses had disintegrated from overheating, but, due to an oversight in reporting the accident early enough, the cause of this could not be arrived at definitely. In the second, at Stormy, the driver of a light engine was struck and killed by the open door of a van, possibly interfered with in a siding by an unauthorised person. The guard should have seen that all was in order before starting.

At Woolwich Arsenal on November 19, 1948, an electric train left the station in rear on the guard's hand signal, against the starting signal at danger. Unfortunately the home signal was not restored promptly behind another train in the station and a collision followed, with fatal results to the motorman. The guard was criticised for failing to keep a good look-out when leaving and for being unaware that the starting signal was against his train.

At Bainton level crossing on November 23, 1948, a cart was run down in a fog, the woman gatekeeper, who was killed, having failed to realise that a nearby signalbox had been opened by then and the significance of the indicators in the block telegraph circuit altered therby.

A peculiar accident, that might have had serious consequences, occurred on November 29, 1948, at Griseburn, when a breakdown crane, on which the brake had not been applied, was set in motion by its train setting on and ran for 23 miles before a rising gradient stopped it. Its jib struck a bridge, and one man, endeavouring to apply some brake power, was killed by flying debris and his two companions thrown off and injured. It appeared that it had never been normal practice to apply the wheel handbrake, and its use on all occasions was recommended.

At Stockport on November 30, 1948, in a very bad fog, a train started against the fixed signal. A shouted message, the wording of which was disputed, intended to mean that station work was completed, was taken as a right-away signal from the guard. The train enginemen professed to have seen a green hand signal, but this seemed most improbable. The leading enginemen had not made certain that their signal was off for them, and the driver had been taken off his guard by a combination of events. This case brought to light some divergence of views on the interpretation of Rule 39, now revised with clearer wording.

A large smoke tube collapsed on an engine running between Cowden and Hever on December 7, 1948, in consequence of corrosion near the weld with the copper end. All the large tubes were found similarly affected. It was unusual for such deterioration to have taken place in 3½ years, and no other instance could be found on similar engines. The corrosion was thought to have begun from some unknown cause soon after the engine left the works in 1945, which necessitated, 13 months before the accident, the renewal of the small tubes which were still in good condition. The effect on the others must have continued, in view of the corrosive nature of the water at one station where regular supplies were taken during the previous six months.

The total of all train accidents, 1,293, compares with 1,237 in 1946, 1,388 in 1947, and an average of 745 for the five years 1935-1939. Collisions, derailments, and level crossing accidents again considerably exceeded the average for the fifteen years 1925-1939, but the marked fall in failures of engines and coupling apparatus is considered to be noteworthy and encouraging. The incidence of rail breakages has fallen from 323 in 1946 to about 225, double the pre-war average, however. Chief liability to the failure of coupling apparatus was found to be weakness of drawgear, which accounted for 48·3 per cent. of the goods train total and 51·3 of the passenger train total; the total figures were 3,357 and 413 respectively. Liability to accident as a result of divisions of goods trains was 1·2 per cent. No accident resulted from the division of a passenger train.

Turning to level crossing accidents, the most serious among which have already been mentioned under train accidents, we find that of the 51 fatalities, 20 were occupants of road vehicles, 30 pedestrians, and one was a gatekeeper. The total number of

accidents was 251, of which 212 were classifiable as train accidents. In some instances there was great negligence on the part of the user of a crossing, as where a man forced the lock of a closed gate, drove on, and was run down and killed. With most public crossings the risk is not great—it is generally negligible in fact—but the question of the accommodation and occupation types of crossing offers considerable problems. Although the railways bear no specific responsibility under legislation for safeguarding the movement of road vehicles and pedestrians over them, they have, says the report, "a material and growing interest in the avoidance of accident at these intersections, by reason of the risk of derailment of trains by collisions with tractors, lorries, motorcars, etc.; risks more serious than those which result from collision with wooden horse-drawn vehicles of any type."

There is also another important aspect of this matter to be considered. "Serious anxieties arise," remarks Sir Alan Mount, "where these crossings have acquired considerable quasi-public user, as at Conington; there are many at which the incidence of risk, assessed simply on the number and type of road and rail movements, is substantially greater than at many of the lesser-used public road crossings. At a number of such occupation crossings, the railways, although under no statutory obligation, have provided attendants during busy hours or throughout the day. At others, attempts have been made to warn road users of the approach of trains by means of bells or indicators operated by the trains themselves or from the nearest signal-box; but there are two difficulties. First, the legal position is such that once a device is provided and it fails, the railway becomes responsible in the case of accident. Secondly, the speed of trains may vary so widely that it is not practicable to adjust the period of warning satisfactorily. A lorry driver, having once waited a long time in obedience to the warning till a slow train passes, may either overlook a train in the opposite direction, or think next time that he can beat the train across when it may well be an express." Varying conditions, as the report stresses, make it impracticable to suggest any general remedy. The long-standing policy of the railways is understood to be to enforce closing of these crossings when the original land severance claim lapses, and resist legally any industrial or like development in an area to which the main, or only, access is by means of one. The British Transport Commission is to review the whole matter.

As regards other movement accidents, the incidence of fatality has declined since the peak of the war period, and most of them were due to misadventure, carelessness, or misconduct on the part of those concerned. With passengers there is little that the railways can do to influence matters effectually, but it is somewhat different with servants, for they can exert some influence by educational methods. In 1948 there were 57 persons killed while working on the line, 34 because of want of individual care, or lack of care on the part of others. The risks involved received close attention, and every instance of a man being struck by an engine or train was formally investigated. There was a gratifying decline in accidents due to inadequate protection, or look-out men being at fault; want of care continues to be the principal cause of accidents on the track and appears now to be on the increase. It is difficult to counteract it. "No opportunity is lost at inquiries," says the report, "in emphasising the need for constant vigilance during work on the track, but unfortunately the scope of this advice is limited to those who have either witnessed, or been closely associated with, an accident." No fewer than 67 men lost their lives when walking or standing on the line on duty, or proceeding to and from work. This is "another class of accident which is difficult to counteract except by education, as it depends almost entirely on the individual." The report gives a number of instances of such accidents, and of shunting accidents and others of a miscellaneous kind, together with a table covering non-movement mishaps.

Live Rails

Special reference is made in the report to the two systems of electrification, third rail and overhead, and the dangers arising from touching a live rail. There has been at times much public complaint about the danger to children who may penetrate to

CASUALTIES IN TRAIN AND MOVEMENT ACCIDENTS

—	Total	Killed				Injured				All casualties per million train miles	
		Total	Passengers	Railway servants	Other persons	Total	Passengers	Railway servants	Other persons	Killed	Injured
1915–1919 ...	6,122	616	174	341	101	5,506	1,731	3,600	175	1·8	16·5
1920–1924 ...	6,638	407	92	284	67	6,231	2,577	3,518	136	1·1	17·0
1925–1929 ...	7,526	368	91	210	67	7,158	3,733	3,267	158	0·9	18·0
1930–1934 ...	7,440	308	74	183	51	7,132	4,394	2,592	146	0·7	17·0
1935–1939 ...	8,376	338	86	198	54	8,038	5,342	2,576	120	0·8	18·0
1940–1945 ...	1,222 (1)	477	141	254	82	745 (1)	256 (1)	455 (1)	34 (1)	1·2	1·9 (1)
1946	9,529	413	120	236	57	9,116	5,691	3,281	144	1·0	22·6
1947	9,203	409	148	218	43	8,794	5,871	2,785	138	1·1	22·9
1948	8,334	340	87	191	62	7,994	5,205	2,678	111	0·9	20·1

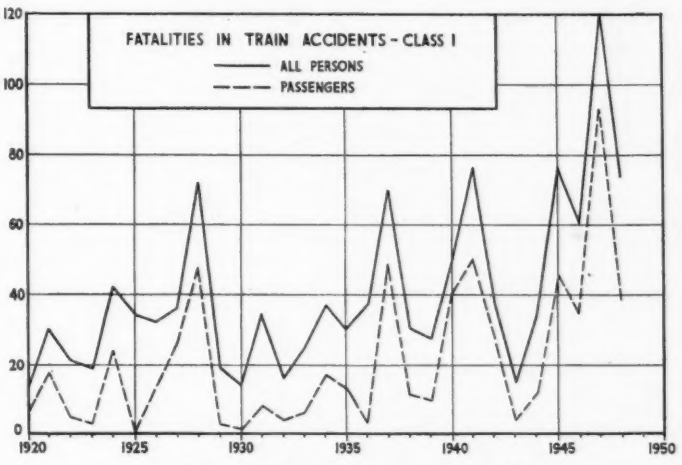
(1) Serious injuries only

ACCIDENTS, EMPLOYMENT AND OPERATING STATISTICS

—	Class I		Railway servants (March)	Passenger journeys originating (incl. season tickets)			Freight-tonnage originating (excl. free hauled)	Ton-miles (incl. free hauled)	Miles operated			London transport: Train	Passenger-miles (estimated)	
									Main line railways					
	Train accidents	Failures of rolling stock or permanent way		Total	Main line railways	London Transport			Train	Shunting	Light		Main line railways	London Transport
	Number		Thousands	Millions										
1920–1924	1,009	11,153	699 (2)	1,848	...	...	303	17,457	369	121	28	...	...	...
1925–1929	941	9,141	679	1,661	...	...	298	17,562	401	123	29	...	...	...
1930–1934	796	5,772	602	1,612	...	...	270	16,060	416	113	27	...	...	...
1935–1939 (1) ...	745	4,149	592	1,733 (3)	1,255 (3)	478 (3)	281	17,230 (3)	412	115	29	32	18,993 (4)	2,297 (4)
1940–1945 (1) ...	387	160	604	1,661	1,210	451	288	23,844 (5)	356	124	37	26 (6)	33,191 (7)	2,608 (7)
1946	1,237	5,162	652	1,855	1,266	589	262	20,639	373	116	36	30	29,231	3,029
1947	1,388	4,679	660	1,714	1,140	574	257	20,190	355	113	35	31	23,015	3,095
1948	1,293	4,398	703	1,649	1,002	647 (8)	275 (8)	21,276 (8)	364 (8)	111 (8)	36 (8)	33 (8)	...	...

(1) Having regard to the altered basis under the Modification Order, fewer accidents were reportable and only serious damage is included as from September 1, 1939, to December 31, 1945. The comparison is unchanged as regards traffic, movement and staff employed
(2) Four years, 1921–1924
(3) Four years, 1935–1938
(4) For year ended August, 1939, only
(5) Estimate for Main Lines—1942–1945
(6) Loaded only
(7) Three years, 1943–1945
(8) Figures for 52 weeks ended December 26, 1948

the track, and Sir Alan Mount emphasises the difficulty of providing fencing that will keep out a determined child. Nevertheless, two types of fencing are now reasonably climb proof, particularly against very small children. Every effort is being made to provide and maintain good fencing and give careful attention to special localities. Trespassing is in some places unpleasantly persistent. Of the 3,944 casualties in 1948 to servants, while performing their duties, 38 resulted from contact directly or through tools, etc., with the live rail. Gloves, mats, and insulated tools do not eliminate all risk of shock, and there remain burns from flashes to be considered. It may be held that comparatively few casualties occur, but the fact remains that the overhead system would avoid them.



Comparison of fatalities from 1920-1949

Automatic Train Control

It has been known for some time that a general extension of automatic train control was being considered. The report states that it was actively pursued by the Executive throughout the year, and consideration given to the advantages and disadvantages of the ramp (Western Region) and magnetic-inductive (former London Midland L.T.S. lines now transferred to Eastern Region) systems. "After various small-scale tests," says Sir Alan Mount, "had been carried out between Marylebone and Northolt, which finally embodied the most desirable features of the two systems, consistent with reasonable cost, and after the views of representative drivers also were obtained on the positioning of the track apparatus and the indications in the cab, an extended trial is being arranged on the down main between New Barnet and Huntingdon." The equipment will be fitted to 65 engines and will incorporate the former G.W.R. bell, siren and brake-actuating cab apparatus operated by a magnetic inductive receiver passing over magnets on the track with a gap of 4 in. Subsequent progress, among other things, must "be governed by resources, having regard to other demands upon the available capacity for manufacture, installation and maintenance of such equipment." Of the 91 train accidents attributable in 1948 solely to signals not being obeyed, it was considered that "warning" A.T.C. might have prevented 15.

Rolling Stock, Track, and Standardisation

There was a marked improvement during the year in locomotive reliability and a decided fall in the number of engines out of service for repair. The number of wagons awaiting repair fell to just over 100,000, or less than half in 18 months, but the biggest problem continues to be coaches. Various causes led to the operating stock being reduced by 215 to 55,500, which was 4,770, or 7·9 per cent. below that at the end of 1939, but as a result of the improvement in repairs, compared with the beginning of the year, for which "all concerned deserve much credit," the number of vehicles available for traffic on British Railways rose by over 2,200 to about 50,000. Because of so many vehicles having been kept in service of necessity, no fewer than 20,000 vehicles need to be constructed, such is the legacy of the war years, during the next five years, apart from London Transport requirements. New stock is stronger, and thus tends to reduce the incidence of casualty in accidents. Permanent way engineers, too, are faced with major problems, including the recruiting and retaining of suitable men. Sir Alan Mount considers, however, that further deterioration of the track has now been arrested and every effort is being made to restore pre-war conditions. Some figures are instructive. At the end of 1946 sleeper stocks were at 638,000 instead of the usual 3,000,000. At the close of 1948 the figure was 1,855,000, and consumption to the end of March, 1949, was 932,000, against 504,000 receipts. Some 135,000 pre-stressed concrete sleepers were laid, and the 1949 target is 500,000, but they are unlikely for several reasons to replace timber permanently. The timber sleeper supply still causes anxiety.

The Ministry is co-operating in every practicable way in the work of standardisation, in an endeavour to reduce operating and other costs. For the first time a common main line Rule Book has been elaborated by the Railway Executive, and the Inspectorate has revised its requirements and recommendations, for consideration. Approval has been given to the general dispensing with "P" signs at automatic signals. In 1948 the flat-bottom rail was standardised. Research into the elimination of rail breakages and the improving of rail joints has continued, and is being carried out on the resistive qualities of various types of ballast to lateral forces, following the Wath derailment.

We reproduce from the report two tables, the arrangement of which has been revised on this occasion, showing the general results of all movement on rail. Sir Alan Mount concludes it with the following words: "A good safety record is valid proof of good operation, and there is no reason why the railways should not remain the safest in the world. With leadership from the top downwards, the highest standards could be maintained in many directions, and if old mistakes and inconsistencies are avoided reduction of casualties should surpass all pre-war records. While the fair administration of disciplinary measures cannot be overrated in the maintenance of morale and the promotion of safety, a pat on the back and encouragement in many cases may produce at least equal results. So far as possible, every effort should continue to be made by Regional Officers to tighten up discipline throughout the whole field of safety, with a view to combating any relaxation of proper obedience to rules and to reducing failure of the human element.

"The Railway Executive are devoting increasing attention to education in the form of courses at schools and evening classes, but it may be that further improvement as regards safety work could be achieved by means of arrangements aiming at the integration and expansion of existing Regional endeavours. Though there is little new in this, procedure to this end might assist in such matters as uniformity of report, educative propaganda including safety films, regional inquiries, dissemination of information about accidents, the issue of safety literature, and perhaps even reward for freedom from accident where the nature of the work permits. It cannot, however, be emphasised too strongly that progress depends on *esprit de corps* and on everyone's *individual* efforts. . . . . Apart from the traffic-drawing value of well-run railways, there is nothing like all-round increase in speed, fewer failures and better time-keeping, clean rolling stock and stations, with courteous and disciplined staff, to improve morale, efficiency, and safety."

British Standard for Steel Wire.—The British Standards Institution has recently published B.S. 1554 for rust and acid-resisting steel wire. This is an extension of, and should be regarded as a companion to, B.S. 970, to provide more fully for rust, acid, and heat-resisting steels commonly supplied in the form of wire for general engineering purposes. Copies may be obtained from the British Standards Institution, Sales Department, 24, Victoria Street, London, S.W.1, price 2s.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

The Late Mr. J. A. Kay

Gorst Hills Cottage,
Little Sutton,
Wirral, Cheshire. July 15

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The memory of such a vital figure as John Kay should surely be perpetuated, and I feel that a window at Longmoor R.E. Transportation Church, to be subscribed for by his innumerable friends and admirers at home and abroad, might well be brought to the notice of your readers.

Personally I should feel more than privileged to subscribe to such a praiseworthy project.

Yours faithfully,
GERALD LEEDAM
ex-Secretary & Manager,
Cheshire Lines Committee

London Outer Area Service

Itchen Abbas,
Winchester. May 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your correspondent Mr. R. G. R. Calvert suggests in your issue of May 27 that the through trains from Oxford to the south coast be transferred to the Didcot-Newbury-Winchester line.

I understand that these trains do not use this line because of the steep gradients, which make it unsuitable for express traffic, and because passengers for Basingstoke and the Salisbury line would have to change at Oxford and Reading.

I agree that Mr. Calvert's second suggestion of a railcar between Oxford and Winchester, using the Newbury line (providing it was semi-fast), would be an excellent idea. It would, however, have to use the Western Region station at Winchester, as the wartime spur at Winchester Junction does not connect directly with the Southern down main line.

The 2.56 p.m. train from Oxford to Winchester uses the Newbury line, but as it is as slow as all the other trains which use this line, it is much quicker for passengers travelling from Oxford to Winchester to go *via* Reading and Basingstoke.

I feel sure that a fast train service between Oxford and Winchester using the Newbury line would be very welcome if it were possible.

Yours faithfully,
J. M. HUNT

Summer Train Services

19, West Way,
Pinner, Middlesex. July 5

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I should like to take a step further the remarks made by Mr. G. W. Carpenter in your July 1 issue on the subject of Great Central Services.

Surely the logical terminus of the London Extension is, more than ever with nationalisation, not Manchester, but Huddersfield and Bradford. After all, the Great Central, though at times very useful, is not the best way to get from either London or Leicester to Manchester; two through trains, with good connections off the others at Sheffield, should be able to provide an adequate day service.

With Huddersfield as the objective, what is needed is a new fast named train leaving Marylebone early in the morning and making a return journey in a day, a feasible proposition; the present 12.15 also could well be diverted to Huddersfield and Bradford.

All Mr. Carpenter has said on the subject of up train times is only too true; he omitted to mention that, of the nine day expresses (S.T.) to the South, five leave Sheffield between 11.37 and 2.3. His solution of putting forward the "South Yorkshireman" to precede the 8.25 *ex* London Road would involve an unfortunate succession of fast trains; but why not advance the 8.25? At present it is impossible to reach Sheffield from Manchester before 9.33 a.m., save by the 6.5 a.m. slow on the Midland route; the "South Yorkshireman" could then be run correspondingly earlier.

In conclusion, two more points: first, with the stopping of the 11.30 *ex* London Road, the Saturday call at Aylesbury of the up "South Yorkshireman" could well be omitted; three expresses in 2½ hr. is somewhat lavish for a town the size of Aylesbury.

Secondly, even if trains do not run through to Huddersfield, some attempt at good connections might be made—and here the Eastern Region is to blame as well as the London Midland. At present the 11.30 *ex* Manchester has no connection, the 3.50's connection involves a 96-min. wait, while to catch the 7.40 a.m. "Master Cutler" from Sheffield, one has to leave Huddersfield, 26 miles away, at 5.47 a.m. After all, what is the objection to through carriages to Huddersfield, even if they are conveyed from Penistone by stopping trains?

Yours faithfully,
R. G. OAKLEY

Second Class Accommodation

Kingswood Lodge,
Lapworth,
Warwickshire. June 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Now that there are evidences of the renewal of compartment stock on local trains, might some consideration be given to the re-introduction of second class travel on these services?

This suggestion is made without any "snobbishness," on the grounds that with the disappearance of workmen's trains, both the general third class traveller and the season ticket holder are often compelled to sit in close proximity to men in overalls, to the detriment of personal clothing, and with the carriage upholstery suffering similarly.

I have in mind the present third class being designated second class, but with no alteration in the existing fares, and the introduction in appropriate trains of third class accommodation upholstered with material less susceptible to the greasiness of workmen's clothing. The fares would be at the present workmen's rates, and of course would still be available to any passengers wishing to take advantage of the cheaper rates.

Yours faithfully,
J. G. BRIERTON

Railway Fares

London, S.W.1. July 9

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Mr. Dyckhoff states, in his letter in your July 8 issue, that I am not altogether correct in some of what I wrote about passenger fares in your June 3 issue, but gives no indication as to where I was incorrect. The examples he quotes in his second paragraph (which may be quite correct) relate to the period before the "appointed day" (January 1, 1928), with the exception of the special evening excursions, to which I also referred in my letter of May 7, and are therefore irrelevant to the point raised by Mr. E. R. B. Roberts and commented on by me, namely, the level of passenger fares from 1928 onwards.

I believe the facts quoted in my letter of May 7 to be substantially correct, but memory sometimes plays queer tricks, especially in old age, and if I have slipped up, I shall be pleased to be corrected by either Mr. Dyckhoff or Mr. Roberts.

Yours faithfully,
CURIOUS

Railway Standards

18, Milverton Terrace,
Leamington Spa. July 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Mr. Ralph L. Wilkins, in your issue of today, raises a subject that has long oppressed me, that of filthy engines and rolling stock. I can see small excuse for British Railways to continue working with dirty tools.

There is an exception. I often travel south amid the dirt and grime of the Eastern and Western Regions as far as Oxford. Then, if one is fortunate, there is a sight for sore eyes. The dirt-encrusted Western Region engine is uncoupled from a Bournemouth or Brighton train, and a gleaming, polished Southern Region "King Arthur" or "Lord Nelson" backs on. Somehow one's spirits rise on seeing a well-kept machine, and you feel that the crew must be inspired to do a better job.

I went to Weymouth *via* Westbury the other day. Except for splashes of vivid colour at the engine and carriage works at Swindon, the journey was dismal and drab. Even a "King" class locomotive I saw at Westbury looked only half-clean, as if it had had a lick-and-a-promise. Then, in Weymouth, stood a "Merchant Navy" Pacific at the head of the train to Waterloo. It was a glorious sight to see the splendid condition of locomotive and rolling stock, and this was commented on by several people in my hearing.

At Banbury the other day, I talked with the driver of the *ex*-L.N.E.R. 4-6-0 waiting to take on the Bournemouth-Newcastle train. His engine was fit only to run amid Stygian gloom. "Isn't it a disgrace," he said almost shamefacedly, "but,

believe me, we haven't any cleaning materials at our shed, let alone cleaners. There were two women—not that they ever did much—but they've gone now." He went on, "And I remember the day when you were severely reprimanded if you brought back a locomotive with smears on the running boards."

Perhaps the old elbow-grease days are gone but surely mechanical devices are not lacking to keep equipment in decent condition. It is so against the British tradition to see these dingy trains. It's also bad business, I'm sure of it.

Just outside Leamington Station is a big Midland Red bus garage. At times of the day as many as twenty buses stand waiting, polished and good to look at. You go into the station and see our local 4-6-0, *Draycott Manor*, looking like a filthy, unwashed tramp as it shunts the Stratford train which, at the moment, has one compartment with broken windows boarded up.

Ugh!

Yours faithfully,
GILBERT DALTON

Watford-St. Albans Electrification

31, Brookland Hill,
Hampstead Garden Suburb,
London, N.W.11. July 9

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Some time ago I wrote to your associated publication, *The Railway Magazine*, suggesting a scheme for the northern extension of certain of the London tube railways, link-ups between them, and the partial fusion of three lines to give a direct electric tube-train service to the large triangle of country bounded by London, Watford, and Hatfield. In this area considerable housing development is already taking place, and there are great possibilities in this direction, as a relief to London.

I notice with interest that a somewhat similar idea has been propounded by the Working Party, whose report has just been published and to which you devoted an editorial in your issue of July 8. The part in question concerns the electrification of the L.M.R. suburban lines from West Hampstead *via* Radlett to St. Albans, and the electrification of the Eastern Region suburban lines to Hatfield. To reach the latter place my scheme envisaged the projection of the Northern Line from High Barnet, the Finsbury Park service coming in *via* Highgate (high level) and East Finchley. The full-size tube *via* Finsbury Park which is suggested in the report would serve the same purpose.

One suggestion in my scheme has not occurred apparently to the Working Party. This was for the linking up by electric trains of the towns of Watford, St. Albans Abbey, and Hatfield, over which route steam services already exist. I also suggested the establishment of a central depot at St. Albans.

The idea behind this scheme was twofold. First, passengers in these three towns would have three possible services to and from London. Trains from London to, say, Watford, would no longer terminate there, but would pass *via* Park Street to St. Albans and run back to London either *via* Radlett, or *via* Hatfield and Potters Bar. Trains from London *via* Radlett and from London *via* Potters Bar would make a similar round trip, *via* Watford or Hatfield in the first case, and *via* St. Albans and Radlett or *via* Watford in the second. Trains would be shedded at St. Albans Depot, and be available to radiate in three directions for the morning rush-hour services to London.

The second idea behind the scheme was the operational advantages which would accrue from these circular trips, not only to the proposed electrified services themselves, but to the long-distance main-line services, by the provision of additional electrified tracks to take the slower suburban traffic.

I offer the suggestion again for what it is worth. No doubt the present full-size electric service into Euston from Watford could be linked up with the Working Party's proposed full-size tubes, by tunnelling the service from some point near Chalk Farm and bringing this tunnel into the proposed focal point near Euston.

During the formation of my scheme, I covered the whole of the triangle mentioned above several times by bicycle, studying the country with an eye to railway and housing development. I walked the track of the Watford-St. Albans branch only a few days ago with the idea still in mind. Local feeling seems to be that the services are very necessary to the present residents, and future residents in the area would be strongly attracted by the services, into which the local London Transport bus routes would naturally be dovetailed.

Yours faithfully,
HOWARD LINECAR

London Tramways

21, Mayfield Road,
Moseley, Birmingham. April 11

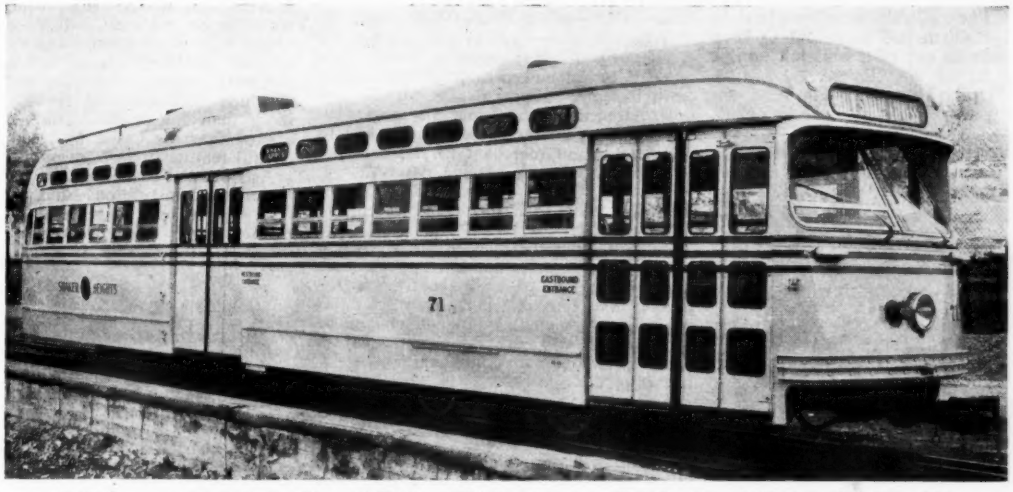
TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The brief note in your issue of April 1 to the effect that the London Transport Executive is to replace 800 tramcars by 1,100 buses, foreshadows ultimate abandonment of London tramways. These figures clearly demonstrate the fact, well known to all engaged in railway operation, that the best method of moving large numbers of passengers is by railborne vehicles.

The fact that with obsolete equipment now lapsing into partial decay, the L.T.E. is losing £1,000,000 a year on tramcar operation, is not surprising. This is a reflection, not on the use of railborne vehicles, but of an attitude of mind which prefers to spend £10,000,000 on replacement of buses and is content to add a further 300 vehicles to London's already chaotic traffic.

In case some of your readers may not have had the pleasure of seeing a modern tramcar, I enclose a photograph showing an American P.C.C. type car, of which there are 5,000 in America operating in most of the large cities. Fortunately, however, it is not necessary to go to America to see this type of car in operation, and the L.T.E. need only travel to Blackpool to see what can be achieved by modern equipment efficiently operated.

Yours faithfully,
R. HOWARD



P.C.C. car operated by City of Shaker Heights between Cleveland and Shaker Heights, Ohio

The Scrap Heap

South African Locomotive Names

The staff magazine of the Rhodesia Railways points out that, though the naming of locomotives has never been a general practice in South Africa, there are various locomotives on the South African Railways which bear names.

In 1931 the special train conveying the Governor-General of the Union from Durban was drawn by No. 2351, Class GL Beyer-Garratt. The Earl of Athlone and Princess Alice were particularly interested in this locomotive and travelled on the footplate from Cato Ridge to Umlaas Road. In honour of the occasion the engine was named *Princess Alice*. No. 859, Class 16E, was named *Alan G. Watson* in 1935, after the Chief Mechanical Engineer responsible for the design.

In 1945, the Minister of Transport, Mr. F. C. Sturrock, instructed that a number of Class 15F and Class 23 engines should be named, and the twenty-eighth engine of the series was the *Voortrekker*, the first Class S1 locomotive to be placed in traffic. This engine was built in South Africa almost entirely of South African materials, and the unveiling of the nameplate took place on October 8, 1947.

* * *

Early Railway Chivalry

. . . On the first excursion run by the Lancashire & Yorkshire Railway from Oldham to Blackpool, which took place on a Sunday in the summer of 1848, tickets were sold to the public at eighteenpence for men and a shilling for women. This curious gesture of transport chivalry was not a success. Indeed, the historian relates that "it was unkindly suggested that this concession was misused by men making the journey in feminine clothes."

In other ways the first of these excursions ran into difficulties. The clerk in charge at Oldham had been told to keep the excursionists out of the station until a train arrived from Manchester carrying excursionists from the other direction. But the two thousand potential travellers outside had other views, and a chivalrous attempt to let the shilling women in first by getting them to hold their tickets above their heads broke down under the impatience of the general crowd.

Railway directors held queer views in those days, and it was a chairman of the Great Northern line who complained that in the previous year's rush "highly respectable persons" had "taken advantage of the excursion train and our ordinary trains were very nearly empty." Highly respectable persons, like those less respectable, seldom hesitate to take advantage of a bargain.—*From "The Manchester Guardian."*

* * *

The Railway Queen

On her way to Torquay recently the "Railway Queen" was shown the locomotive "Tiny" at Newton Abbot Station. This is the only surviving locomotive of broad-gauge days

100 YEARS AGO

From The Railway Times, *July* 21, 1849

North Wales Railway

The Committee of Investigation have just completed their report on the affairs of this Company. It states that the Directors received for their services, in 1845, 350*l.*; in 1846, 700*l.*; and in 1847, 350*l.*—total, 1,400*l.* The Directors, at a Board meeting of the 13th of May, voted that the salary of 350*l.* should be paid to the Directors, and four days afterwards resigned in a body. One of the Directors explained to the Committee that the engineer at that time had made a claim of 10,000*l.*, the contractor had threatened to file a bill, and there were other unsatisfactory points. The engineer was subsequently settled with for 6,000*l.*, and the other points were settled, and under these circumstances the Directors considered themselves entitled to their half-yearly pay due at February, 1847. The Committee have applied to the several leading Companies to inquire if they were willing to purchase the line, and have in all cases received answers in the negative.

* * *

Linguistic Peculiarities

When French railwaymen visited the Tower of London recently they were greeted by an enterprising postcard seller with the cry: "Carts de Laundry." Our own linguistic linen is generally somewhat lacking, but, all the same, congratulations to the itinerant merchant for his sense of salesmanship in the foreign market.

Talking of our linguistic ability, most English visitors to France do at least know the meaning of "billet," and the more observant are sometimes surprised to find that "ticket" pronounced in the French way also has its place in the French language. The Larousse Dictionary gives this word as "Mot anglais, billet de chemin de fer, d'entrée, etc."; nevertheless, perhaps a little further explanation is called for.

"Billet" appears to be used for the more important type of ticket, such as a railway ticket, theatre ticket, and even for the Paris Métro. On the other hand, on the Paris buses are issued "carnets de tickets" (books of sectional slips for tearing off according to stages travelled), while payments for cinema entrance, chairs in parks, and so on, involve the issue of a "ticket" rather than a "billet."

"Gare" and "station" seem to be words in a similar category, and at first thought it is difficult to understand why a four-trains-a-day station in rural Normandy should be dignified by the title of "gare," while "Opéra," "Concorde" and "Madeleine," with their intense traffics, are merely "Stations du Métro."

However, Larousse tells us that "station" is a stopping place for trains and other public vehicles, and that "gare" is a place for the arrival and departure of trains. In other words "gare" suggests stabling. This still seems somewhat unsatisfactory when we think of the Normandy station, but as nearly all rural stations generally have a few goods wagons in the yard, presumably they at least earn their title to "Gare."

* * *

Rail Accidents in U.S.A.

There was one passenger fatality in the United States in 1948 for each 957,788,000 passenger-miles of service performed. Travelling 60 miles an hour, 24 hours a day, 365 days a year, it would take an individual passenger more than 1,800 years of continuous travel to cover that distance.—*From a statement issued by the Bureau of Railway Economics, Association of American Railroads.*

* * *

Rail Tickets "On Approval"

I am a scoutmaster and take 30 to 40 boys to camp yearly. I wrote a preliminary letter to the railways about 10 days ago, giving approximate numbers of my party for this year and stating that I would give precise information in due course. I have now received, prior to my second letter, a supply of separate tickets, giving me ample coverage of numbers and availability with a request to return unused tickets on receipt of an account. This is a more convenient arrangement than I have met with ever before and seems to me to represent a sincere effort to help the traveller.—*"Scoutmaster" in a letter to the "News Chronicle."*

* * *

Under Fire

Scarborough Castle, shelled by the Germans in 1914, is under fire once again—this time from British Railways. And the Mayor of Scarborough is gallantly defending it. British Railways are proposing to advertise Scarborough attractions by using a poster which leaves out the Castle.

The Mayor is opposing this with characteristic forthrightness. Addressing the National Union of Furnace & Blast Furnacemen—and perhaps feeling the heat more than his audience did—he warmly argued that the castle be retained as the central feature of railway publicity.

As both the castle and the railways are nationalised institutions—the castle is the responsibility of the Ministry of Works—possibly some interdepartmental rivalry is involved.—*Northerner II. in "The Yorkshire Post."*

* * *

Tailpiece

I know a little engine
That pulls a local train,
It puffs along the side lines
But never on the main.

It always had ambitions
To climb to greater heights,
To emulate Pacifics
That speed on through the nights.

When dreaming in the roundhouse
Throughout its leisure spell,
It hauls the "Flying Scotsman"
And Royal trains as well.

At times it feels resentment
Against its lowly state,
And thinks it is the victim
Of some malignant fate.

But yet no one can help it
To work as it would like;
There is no engine's union—
It cannot go on strike.

R. M.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

WESTERN AUSTRALIA

Closing of Sandstone Railway

A beginning has been made with the dismantling of a 28-mile section of the 93-mile Mount Magnet-Sandstone railway, constructed in 1910 to serve the gold mining areas at Sandstone, in the Murchison District, and known as the Black Range Railway. For some time the service has been restricted to one train in each direction a fortnight, but even this was uneconomic. Earlier attempts to close the line were resisted by local interests.

Shortage of 45-lb. rails has now necessitated the utilisation of rails not being fully used, for urgent maintenance requirements on other parts of the system. The Sandstone line was therefore selected for abandonment because the traffic is so light that it is considered road transport can handle it efficiently. Continuance would have entailed heavy maintenance expenditure almost at once. An Act for abandonment was passed in 1948.

The road connecting Mount Magnet and Sandstone will be put into suitable condition to carry the traffic throughout the year, and a road service has been drawn up. At present the road is only serviceable for all-weather traffic between Sandstone and Anketell, and it will be some months before the through road is ready. In the meantime, the end section (28 miles) only will be lifted and a train service maintained between Mount Magnet and Anketell, but as soon as possible the rest of the line will be lifted.

SOUTH AFRICA

Traffic Features

Output from the collieries for the four weeks ended April 30, 1949, amounted to 1,551,074 tons, a decrease of 17,339 tons as compared with the same period last year. Coal production in the Transvaal, however, reached a new record figure of 1,483,195 tons during May, the previous highest figure having been 1,381,606 tons. During the week ended June 4, 408,000 tons were moved, an increase of 40,000 tons over the figure for the corresponding period last year.

Of 322 new goods wagons placed in service during April, 1949, 176 were imported, 136 supplied by local industry and 10 from the railway workshops. The total for the year is now 1,150.

Earnings continue to show an upward trend, and in the week ended May 7, 1949, the figure exceeded for the first time the £1,500,000 mark, with a total of £1,509,309. This was followed by a further £1,536,076 during the week ended June 4. Coal traffic for this week also reached a new peak figure of £158,053.

The Witwatersrand Agricultural Show, held during April, required the use of seven special trains for removing livestock from the Show. Exports through Table Bay during April included 17,918 tons of grapes, 1,105 tons of pears, 2,380 tons of apples and 2,477 tons of citrus fruits.

BELGIAN CONGO

Upper Congo-Great African Lakes Railway

The traffic of the Compagnie des Chemins de Fer du Congo Superieur aux Grands Lacs Africains increased slightly in 1948, passenger traffic to 23,217,859 passenger-km. as against 21,752,278 in 1947, and the goods traffic 197,220,406 *tonnes*-km. (197,097,136). To enable the services to cope with an expected further increase in traffic 60 27-*tonne* bogie all-metal covered wagons were ordered in addition to two crocodile wagons. Four sleeping cars, and six Mikado locomotives also have been ordered.

During the year, the surveying was completed for the new line, some 225 route-miles, to connect Kabalo (on the Congo river, where the line from Albertville, 160 miles east, on the western bank of Lake Tanganyika turns north for Kindu) with Kamina (on the Elisabethville-Port Francqui line worked by the Bas Congo-Katanga Company, some 310 miles to the north of Elisabethville). In addition to linking the two systems and thereby eliminating the geographical isolation of the Albertville-Kindu line, which can be reached only by river or air services, the new line will complete the through railway connection between South Africa (*via* Broken Hill and Elisabethville and Lake Tanganyika, and once the gap between Port Francqui and Leopoldville is filled, also between Lake Tanganyika and the Atlantic coast. Like all the railways in the Belgian Congo (except the Vicicongo system in the north) the new line is to be 3 ft. 6 in. gauge.

The re-ballasting of the Kongolo-Kelalo section of the Albertville-Kindu line in 1948 completed the work of renewal of the roadbed on all the company's lines. The railway shops have been modernised. New machine tools were installed, and the use of electric power extended. A new landing stage was built at Moba; and a concrete landing-stage is to be established on the left bank of the Congo river at Stanleyville to facilitate the company's river services there. An extension of the railway north of Albertville is to comprise a bridge over the Lukuga river. The company's power station now being built at Kindu will be placed in service in the second half of this year.

The company holds a 50 per cent. participation in the share capital of the Air Congo Company which operates air services connecting Kabalo, Stanleyville and Elisabethville, on the company's railway lines, with Leopoldville, and thereby with the Sabena air services linking the colony with Europe.

Chemins de Fer Léopoldville-Katanga-Dilolo

This company made a net profit of fr. 44,154,464 in 1948, and is to pay a dividend of fr. 34·30 per preference share. There are 1,022 route-miles of line in the interior of the Congo, including the 698-mile Port Francqui-Kamina-Bukama line, and the 324-mile Tenke-

Luxury Travel in South Africa

The "Blue Train" running between Cape Town and Johannesburg, South African Railways

Dilolo line. Both lines are worked by the Bas Congo-Katanga Company, which works also the intermediate section Bukama-Tenke (120 miles), and the connecting line between Tenke, Elisabethville and Sakania, the frontier station with Northern Rhodesia, but they belong to the Katanga Railway Company. Dilolo is the frontier station on the Portuguese West African border, where connection is made with the railway for Lobito, on the Atlantic.

UNITED STATES

Ohio River Bridge Renewal

The Illinois Central Railroad has decided to spend over £1,500,000 on the rehabilitation and strengthening of its Ohio River bridge at Cairo, Illinois, and work on it was expected to begin in June. Three of the nine 400-ft. through-spans are to be replaced by six 200-ft. deck-spans supported by new piers to be built midway between the existing piers, and the remaining spans are to be replaced by others of similar length. Three of the piers require extensive repairs; altogether, 10,000 tons of steelwork will be required for the 3,883 ft. length of the main bridge. The overall bridge length is 7,683 ft., but the approach spans were renewed in 1934. The present work is expected to take three years.

Radio Communication on the South Shore Line

Radio two-way communication is now in service between control and passenger and freight trains, road motor maintenance vehicles, and a motor trolley, on the 77-mile section of the electrified Chicago South Shore & South Bend line, between Kensington and South Bend. The main control is at Michigan City, roughly midway in the section. The central portion of the section, about 30 miles in length, is served by the main transmitting and receiving installation at control, but the two outer portions are covered by relay repeater transmission.

Not only can train and vehicle crews communicate with control and *vice versa*, but any crew can talk to any other crew on the section. The motor trolley or maintenance men in road lorries equipped with radio, can be directed to a source of trouble in emergency, with saving of time.

FRANCE

Proposed Rise in Metro Fares

A proposal to raise the Paris Metropolitan Railway fares by 50 per cent. has aroused strong opposition among the public and in the Paris Municipal Council. The second class fare, now fr. 10, would be fr. 15, and the first class fare, now fr. 15, would be raised to at least fr. 25. The Paris Passenger Transport Board (Régie Autonome des Transports Parisiens) has the subject under discussion. Some means must be found of meeting the operating deficit, estimated at fr. 5,115,000,000 for 1949 and at fr. 7,715,000,000 for 1950. The Government refuses to grant a subsidy and if the fares are not raised, the services may be further reduced by closing stations which do not pay. Already 17 Metro stations are closed, and the associated bus services are running 2,000 buses, instead of 3,000 buses before the war.

Administrative economies are also under consideration. As matters stand the Paris Municipal Council, except for one vote, is against a rise in fares. The Paris journal *La Vie Financière* makes the State responsible for the deficit. It points out that the Metro is paying fr. 1,800,000,000 for its electric power supply and that the bus system pays fr. 1,900,000,000 for its petrol. The State, which controls supplies of both electric power and petrol, allows no reduction in price to the Transport Board, although special reduced rates are allowed to various industries. Further, the price of petrol includes a tax of nearly 50 per cent. It concludes that if the Transport Board were treated on the same footing as the priority industries, the deficit problem would be near to solution.

Increase in S.N.C.F. Rolling Stock

M. Jean Monnet, in his report on the Modernisation Plan, stated that the railway rolling stock was increased last year by 1,128 wagons, 12 passenger coaches, 100 steam and 4 electric locomotives, 18 railcars and 148 rail and road trailers. In all, during the two years 1947 and 1948, there were placed in service 47,500 wagons, 580 steam and 24 electric locomotives. Electrification had been pushed forward in the Laroche-Dijon section, which would probably be operated electrically for goods traffic in October, 1949, and for passenger traffic in the Spring of 1950. On the Paris-Laroche section, work had been slowed down, and on the Dijon-Lyons section temporarily suspended. Modernisation of operations was evident in the extension of electric welding for rolling stock repairs and the equipment of 622 locomotives for oil burning by the end of 1948. Turn-round of wagons had been reduced from 12 to 9 days and the average load increased from 9 to 10·7 *tonnes*.

Paris Station Buses

The S.N.C.F. has resumed its service of eight-seater station buses for the conveyance of passengers and luggage to and from their homes and the Paris termini.

Publications Received

Aluminium in Service. London: Aluminium Development Association, 33, Grosvenor Street, London, W.1. 11 in. × 8¼ in. 83 pp. Illustrated. Price 3s. 6d.—This well-printed brochure describes and illustrates the characteristics of aluminium and its alloys in many different fields of application. Examples given include the aluminium-copper-nickel-magnesium (H17) alloy connecting rods fitted to a L.N.E.R. 2-8-0 goods locomotive in 1930. These rods have run more than 410,000 miles and are still in service. Aluminium alloys were also extensively used for the structural sections and plate of the "Silver City Comet" diesel train of the New South Wales Government Railways. This train, which was built in 1937, is said to be still giving satisfactory service on one of the severest sections of line in the State, between Parkes and Broken Hill, where most of the route is through land covered with fine abrasive dust and where the summer temperatures reach as much as 100° F.

Ferrocarriles Españoles, Diagramas de los Perfiles Longitudinales, I—Zona "Norte" and III—Zona "Oeste-Andaluces" (Spanish Railways Gradient Profiles, Northern and Western/Andalusian Zones). By Mario Miquel. Barcelona. Published by the Author at Casanova 113. —The tables are uniform with the second volume (Madrid Saragossa & Alicante Zone) reviewed in our May 13 issue. When the precipitous nature of Spanish main lines is considered, some of the locomotive work is very creditable. Thus on the former Northern Railway main line from Madrid to the French frontier at Irun, the present fastest time of 11¼ hr. for the 392 miles (by the day express; the "Sud Express," running by night, is allowed slightly longer) involves many ascents of 1 in 70, especially on the long climb up to La Cañada, and careful negotiation of steep falling gradients and curves when dropping down to the Bay of Biscay. Before the outbreak of civil war in 1936, this run was performed with lighter loads, in 10 hr. 20 min. The Western main line from Madrid to the Portuguese frontier near Valencia de Alcantara (*en route* to Lisbon) includes a number of stretches of 1 in 60, but no exceptional speeds are achieved. The same applies to the former Great Southern and Andalusian Railways; the latter system includes the mountainous line from Cordoba to Algeciras, now the route of the "Morocco Express" conveying passenger between Paris and Morocco *via* Bordeaux, Irun, and Madrid, with steamer connection between Algeciras and Casablanca.

Railway Engineering & Maintenance Cyclopedia; 7th edition, 1948. Simmons-Boardman Publishing Corporation, Chicago, U.S.A. Over 1,200 pp. 11¼ in. × 8 in. No price mentioned.—This fully illustrated and well-bound volume consists of no fewer than 98 chapters, and 41 pp. are devoted to various indexes. The work is divided into the following main sections: general, track, bridge, water service, building, and signal. The ground covered is so extensive that it is impossible to mention the almost-innumerable and widely-varying subjects covered. The emphasis is, however, mainly on equipment of all kinds, maintenance, methods, and bridging, signalling, tunnelling, locomotive servicing and similar practice. The illustrations and diagrams, which are excellent, run into thousands, and even such a variety of subjects as bridge truss design, heating and air-conditioning, centralised traffic control, interlocking systems, terminal and shop buildings, piling, snow ploughs and road-bed stabilisation are among the many noted at random as being dealt with in detail. The volume is, in fact, the railwayman's bible, and has been revised in consultation with railway officers of all departments; publications of the American Railway Engineering Association, the Signal Section of the A.A.R., and the Roadmasters' Bridge & Building Associations have also been drawn on freely. It is of interest and value to railway staff of all grades and to others interested in modern American railway practice.

British Rubber Manufacturers and their Products.—The Federation of British Rubber Manufacturers' Associations, 43, Bedford Square, London, W.C.1, has published a 300-page "Directory of British Rubber Manufacturers and Products" which is claimed to be the first comprehensive publication of its kind. It covers nearly all British manufacturers in this field and comprises: an index of manufacturers with their addresses and overseas agents; an index of products with their manufacturers listed under each heading; a special section for tyre manufacturers; an index of trade marks and trade names; and a section of full-page advertisements. The directory is printed throughout in English, French, and Spanish.

New Railways for London—1

Comprehensive proposals made by the London Plan Working Party envisaging many miles of new tube railways and electrification of existing steam outer suburban services

IN an editorial under this title in our July 8 issue we listed briefly the major recommendations for new railway construction in London made in the report to the Minister of Transport of the London Plan Working Party set up in 1948 by the British Transport Commission. The Minister of Transport had decided that the Commission should re-examine the proposals submitted by the Railway (London Plan) Committee, and published in 1946 and 1948, in the light of fuller knowledge of post-war traffics, which had shown a great increase over pre-war and also had been subject to changes in flow and direction.

The report is a detailed review of the railway traffic requirements in relation to the planning of London, with far-reaching recommendations for new railways, designed to relieve overcrowding on existing routes, provide new lines for areas which are under-served, and additional railway facilities to meet replanning within the Greater London area.

The first concern of the Working Party has been to consider the urgent needs of the hundreds of thousands who must travel daily between home and workplace. At the same time it has paid regard to the broad conceptions of future development contained in the County of London Plan, the City of London Plan, and the Greater London Plan, and the proposals envisage the removal of Blackfriars railway bridge and Holborn Viaduct terminus to meet the requirements of re-development of the South Bank of the Thames, and reconstruction in the City of London.

In a letter presenting the report, Sir Cyril Hurcomb, Chairman, British Transport Commission, hopes that it will lead to a practical development programme to meet London's needs, but, in view of the formidable cost, Sir Cyril Hurcomb warns, the plans will have to be carried out in stages.

Because of the magnitude of the proposals, the recommendations are divided into: works of first priority which should be tackled as soon as possible; and works of lower priority which could not be tackled for many years. It is suggested that a Government decision, in principle, should be given on works of first priority so that it may be decided which works in this category should be begun first and detailed plans for them may be put in hand by the Railway and London Transport Executives.

First Priority Works

The new first priority tube railways involve the construction of 49¼ route-miles of railway in tube, at an estimated cost of £114,000,000. (The total route-mileage in tube of the present London Transport lines is 66½.) The associated electrification schemes and improvements of existing surface lines are estimated to cost £100,000,000.

Some of the new tubes are to be for main-line size rolling stock, with few stops in the central area, large seating capacity, and services up to 25 trains an hour intended to serve the outer suburban areas, and others with London Transport type tube rolling stock, frequent stops in the central area, ample standing capacity, and services up to 40 trains an hour which will serve inner suburban areas. The tunnels for main-line size tubes will be 17 ft. in diameter, and for London Transport tube size 12 ft. in diameter. Both types of rolling stock will have sliding doors, though the details of the outer suburban coach design are still to be decided.

The following new tubes and extensions are recommended for "first priority":

Route A.—This tube and Route B would replace passenger and goods services which at present use Blackfriars railway bridge, the removal of which the report presumes on planning grounds. The British Transport Commission emphasises that the line would be justified primarily to meet the planning requirements of the County of London and City of London Plans, but there would be on balance some improvement of travel facilities. The tunnel sections of 17 ft. dia. for main-line rolling stock would begin at West Hampstead, L.M.R., and at Finsbury Park, joining near Euston.

From Euston it would have stations at Russell Square, Chancery Lane, and Ludgate Circus, continue beneath the Thames to Elephant & Castle, and join the Southern Region lines near Loughborough Junction. From West Hampstead northwards trains would run over the present London Midland Region suburban line, which would be electrified to Elstree and St. Albans, and probably, Luton. From Finsbury Park northwards trains would run over the Eastern Region (present Kings Cross) line which would be electrified to Hitchin *via* New Barnet, Potters Bar, and Hatfield, and Enfield Chase and Hertford.

Beyond Loughborough Junction in the south the trains would incorporate the services now terminating at Holborn and would proceed to destinations along the Chatham main line *via* Beckenham Junction, over the Catford Loop *via* Nunhead, and over the Tooting, Wimbledon and Sutton Line.

The line will provide facilities for Stevenage, Welwyn, and Hatfield New Towns and important housing developments at St. Albans and Boreham Wood in the north, and St. Pauls Cray in the south, and will give valuable new in-town connections. It will allow improved suburban facilities on the northern main lines where restricted line capacity and inadequate platform accommodation for trains terminating at Kings Cross and St. Pancras at present preclude additional services.

Route B.—A new tunnel route for goods traffic only, beneath the Thames between Canning Town in the north and Blackheath in the south, linking the main lines north of the river with the Southern Region lines at Hither Green. It will carry goods traffic which at present uses Blackfriars railway bridge and will give a new connection with the *ex*-Great Eastern lines.

Route C.—A new inner suburban tube of 12 ft. dia. from the Tottenham-Edmonton area with stations at Manor House, Finsbury Park, Kings Cross, Euston, Oxford Circus, Green Park, Victoria, Vauxhall, Stockwell, Brixton, Streatham Hill, Streatham, Norbury, and on to East Croydon. The northern and southern termini are still being examined and must depend largely on the sites that can be found for rolling stock depots. In the north, passengers will have interchange facilities with the Eastern Region lines to be electrified to Enfield Town, Bishops Stortford, Harlow New Town, and Chingford.

This tube will be a new in-town route between Victoria, Euston, and Kings Cross, and will be linked with the Bakerloo Line at Oxford Circus. It will give much-needed facilities between Tottenham and Edmonton and sections of the West End, and relieve the Piccadilly Line north of Kings Cross, the most overcrowded in London. It will also relieve Kings Cross itself, the Victoria to Balham section of the Southern Region, and South London road services, and meet traffic needs in the Croydon area.

Route D.—A new inner suburban tube of 12 ft. dia., of which the tunnel section will begin beyond Hackney Downs, with stations at Liverpool Street, Bank, Ludgate Circus, Aldwych, Trafalgar Square, and Victoria. North of Hackney Downs trains would continue over two Eastern Region routes to be electrified:

(*a*) the existing (Liverpool Street) line from Hackney Downs to Seven Sisters, Bruce Grove, Edmonton and Enfield Town, and
(*b*) the existing (Liverpool Street) line to Clapton, Hoe Street, Wood Street (Walthamstow) and Chingford.

This line will provide a new connection between the West End and City *via* Trafalgar Square, Fleet Street, and Bank, will aid distribution over the central area of Liverpool Street traffic, improve distribution from Victoria, improve Tottenham, Enfield, and Edmonton facilities, relieve Fleet Street and Strand buses, and give better facilities in Walthamstow and other north-east London areas in urgent need of traffic improvement. The tentative westward extension from Victoria has a lower priority.

Bakerloo Extension (Route H).—The already-authorised extension of the Bakerloo Line from Elephant & Castle to Camberwell will give better facilities in South-East London and enable services on the whole of this heavily-taxed line, in both North and South London, to be increased. Plans for the early start on this work in 1950 are already in hand.

1935-40 *Programme of London Railway Works.*—Completion of the following works which could not be finished because of the war, is recommended:—

(1) Extension of the Northern Line from Highgate to Alexandra Palace, from Mill Hill East to Edgware and from Edgware to Bushey Heath;
(2) Quadrupling of the Metropolitan Line from Harrow to Rickmansworth.

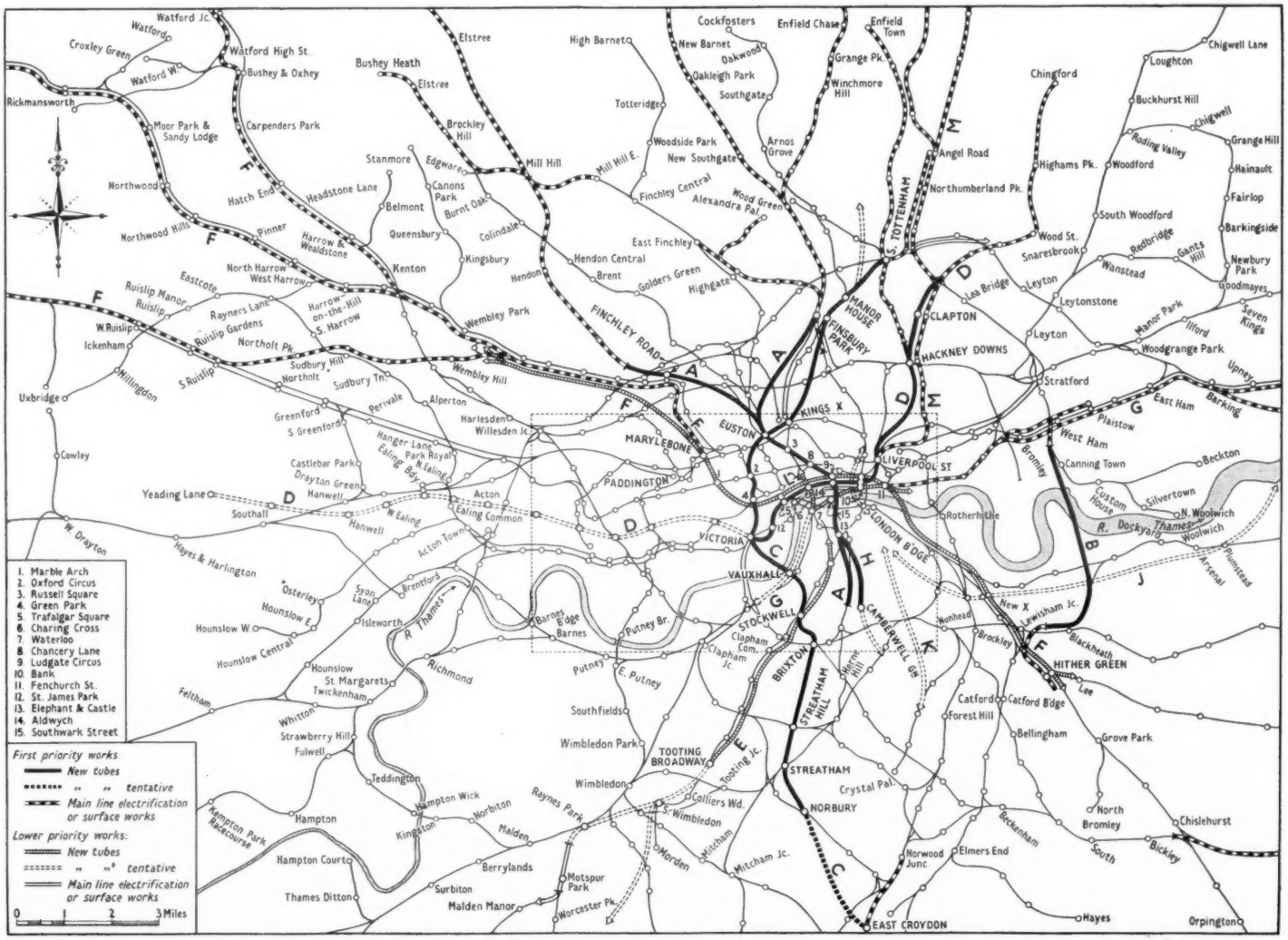
Three Major Main-Line Electrifications

The report recommends the electrification of:

(1) The suburban service beyond Watford to Berkhamsted and Tring (L.M.R. line from Euston). There will be a new connection at Kenton to enable trains to be diverted over G.C. electrified lines into Marylebone, as the existing line through Willesden Junction is already fully occupied;
(2) The present Aylesbury service *via* Rickmansworth and Harrow-on-the-Hill into Marylebone (the suburban services worked over the ex-Metropolitan and Great Central); and
(3) The Eastern Region High Wycombe-Beaconsfield-Denham service into Marylebone.

Thus, Marylebone will become the terminus of three electric services. The provision of interchange facilities at Marylebone with the Circle Line will require consideration. These schemes will meet the needs of increased traffic arising from Hemel Hempstead New Town and developments at High Wycombe, Aylesbury,

New Railways for London



Existing and proposed railways around London, showing surface lines to be electrified and new tubes, as recommended in the report of the London Plan Working Party. Capitals refer to the various routes mentioned in the text. (An enlarged map of the central area will accompany Part 2 of the article)

and elsewhere in the area. Extension of these services through London by a new tube of main-line size is recommended (Route F) but falls into a lower priority.

London, Tilbury & Southend Line.—The electrification and widening of the London, Tilbury & Southend line from Shoeburyness into Fenchurch Street, with main-line size rolling stock, and the doubling of the Upminster-Grays branch, will give improved services in South Essex, and will cater for the needs of Basildon New Town and developments at Aveley, Tilbury, and Southend. A possible western extension from near Fenchurch Street through the City in a tube of main-line size falls into lower priority (Route G).

Cambridge Line.—The electrification of the Eastern Region Cambridge line from Liverpool Street to Bishops Stortford *via* Waltham Cross and Broxbourne, including the Churchbury loop, with main-line size rolling stock. Among other advantages this will provide facilities for the new town at Harlow and other developments (Route M).

Southern Region Improvements

On the Southern Region the report recommends the introduction of double-deck trains or the lengthening of trains, at an early date, from 8 to 10 cars, with priority given to the Eastern Section suburban lines. The lengthening of trains would involve considerable rebuilding of platforms, resiting of signals, and track rearrangement. The Working Party recommends that a full-size test of double-deck trains for these lines should be arranged as a possible alternative, and this has been put in hand by the Railway Executive.

The lengthening of Southern Region trains, or use of double-deck coaches, would be a major contribution to the relief of overcrowding which could be made fairly soon and would be by far the simplest, quickest, and least expensive way of giving substantial relief to the present overcrowding.

Also recommended for first priority are two widenings of the Southern Region lines between Norwood Junction and Purley, and Bickley and Swanley Junction, to provide additional tracks for an intensified service from Crawley-Three Bridges New Town and the London County Council St. Pauls Cray Estate, and also the electrification of the Oxted branch.

Works of Lower Priority

Tentative proposals for works of lower priority are also recommended and they would necessarily be undertaken after the schemes mentioned above. They include four further new tubes and extensions of earlier works, as under:

(1) Possible western extension of the first priority small-size tube (Route D) beyond Victoria to Kensington, Acton, and Yeading Lane.
(2) A new small-size tube paralleling and relieving the Northern Line between Kennington and South Wimbledon, with branches to Raynes Park (for Chessington South), and North Cheam (Route E).
(3) A new tube of main-line size from Neasden on the Tring, Aylesbury, and High Wycombe lines from Marylebone (electrified as work of first priority) and running *via* Marylebone, Marble Arch, Trafalgar Square, Bank, and Fenchurch Street, to Hither Green and thence *via* the Dartford Loop to Gillingham and *via* the main line to Sevenoaks (Route F).
(4) A westward extension of the Tilbury and Southend services in tube of main-line size *via* Bank, Southwark Street, and Waterloo, to link with Southern Region suburban services on the Western Section (Route G—second stage).
(5) Alternative schemes for a new small-size tube extending the Northern City Line southwards from Moorgate, under the river either in the direction of Crystal Palace or through New Cross to Woolwich, with probably a cross-over to Dagenham. (Routes J and K.)
(6) A new small-size tube extending the Holborn-Aldwych spur to Waterloo (Route L).

The Thames Railway Bridges

Although the Working Party presumes the removal of Blackfriars railway bridge and the surface railway viaducts to Holborn (including the bridge over Ludgate Hill) and south of the river as an important contribution to the replanning of the City of London and the development of the South Bank, it feels bound to recommend that, on transport grounds, the removal of Charing Cross and Cannon Street railway bridges would not be justified. It suggests "that efforts be directed towards meeting the requirements of planning, as far as possible, by re-designed bridges, railway buildings, and viaducts, retaining access to Charing Cross and Cannon Street Stations at present levels."

Removal of Charing Cross, Blackfriars, and Cannon Street railway bridges and the associated viaducts was recommended in the County of London Plan. "If it should be decided that, at whatever cost, Charing Cross and Cannon Street railway bridges should be removed in addition to Blackfriars Bridge," the Working Party considers that "four additional tubes will be required over and above the other tubes already recommended which, from the point of view of transport, are of far greater importance."

The whole of the works proposed would take a minimum of 20 to 30 years to complete. No insuperable civil engineering difficulties are expected. The deepest tubes will be some 120 ft. below the surface at some central area stations. (The lowest platform on the Piccadilly Line, at Holborn, is 135 ft. below the street.) Only exceptionally will gradients be steeper than 1 in 50 and curves sharper than 20 ch. Considerable lengths of tube will have to be driven under compressed air, below the river, and in localities with water-bearing subsoil.

The 17 ft. dia. tubes will have station tunnels of 26 ft. dia. and platforms of 650 ft. to accommodate 10-car trains. The 12 ft. tubes will have generally 450 ft. platforms to accommodate 8-car trains, except routes L, J/K, and H, which will have shorter platforms.

It is assumed that the present disparity in fares between the main-line railways and London Transport will have been removed.

(To be continued.)

London Plan Working Party. Capitals refer to the various routes mentioned in the text. (An enlarged map of the central area will accompany Part 2 of the article)

Unusual Roof Structures of the French National Railways

THE need for wholesale reconstruction after the destruction wrought by the war has had the beneficial effect of a thorough modernisation of the French railways. This is particularly true of the numerous railway buildings, such as stations, signal cabins, depots and repair works, which had to be rebuilt or replaced after the war. Faced with the need to rebuild on a large scale, yet economise in cost and materials to the greatest extent, the French had recourse to science. Civil engineering research has come into its own and has brought about notable results. Some of the new prototype buildings, and novel building methods used, are of exceptional interest.

Two of these new buildings were described in detail in the French monthly review *Travaux*, of April, 1949. They are the new washing and repair shop at Villeneuve-Saint Georges, and the express goods shed at Avignon, where an unusual type of roof structure has been used. A general description of these buildings by Monsieur P. Peirani, Chief Engineer of the Building Department of the French National Railways, is followed by a contribution from Professor J. Mesnager, who, as Consulting Engineer, has been responsible for the design.

The common feature of these two buildings is the use of a new type of roof structure which is described as consisting of self-supporting reinforced-concrete shell roofs, alternately of A-shaped and V-shaped cross-section. These A and V structures act as rigid trusses of great height where the roof slabs themselves are the bearing element, so that no special supporting structure is needed in the longitudinal direction of the roof. The absence of any curved elements makes for easy and economic construction and has the important advantage of permitting a uniformly high standard of day-lighting.

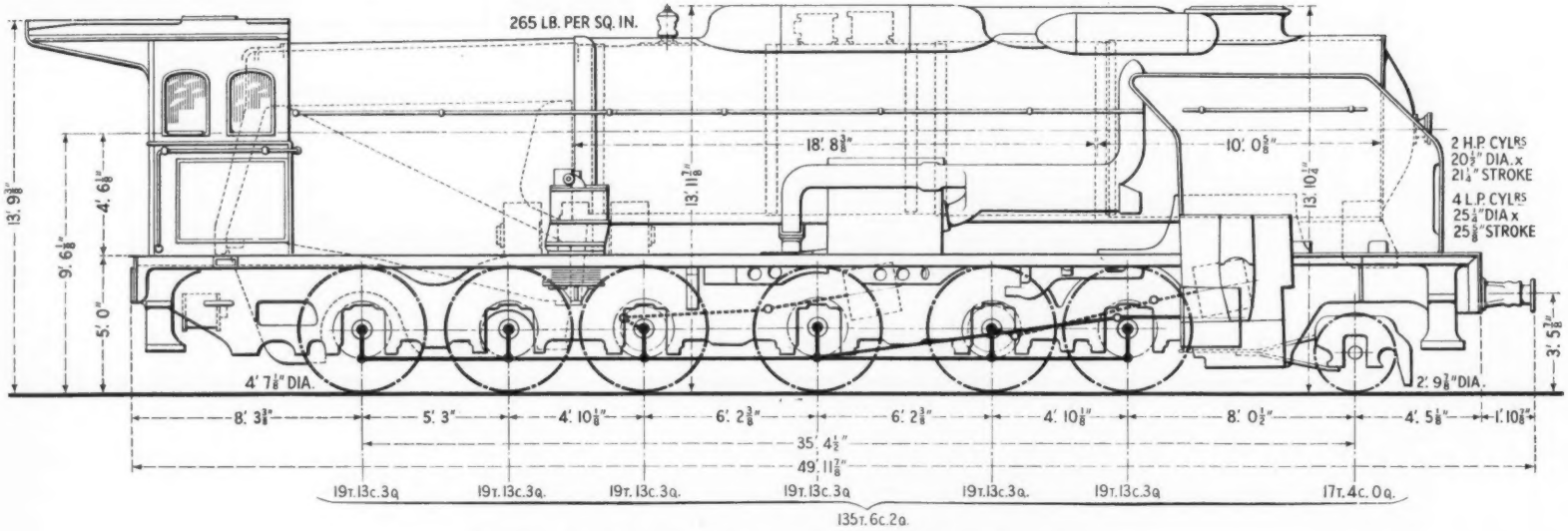
Daylight is admitted mainly through the nearly-vertical ribbons of windows which form the connecting surfaces between the adjacent A and V structures. As these windows extend over the whole length of the roof and are facing either side alternately, the daylight penetrates the whole building thoroughly and at all times of the day.

This is of particular importance in the case of a goods shed where even the inside of the wagons must be reasonably well lit during the process of loading or unloading. Thus in the express goods shed at Avignon, the roof was placed longitudinally, and so that the V structures with their better lighting came above the platforms, and the A structures covered the two tracks separating the platforms, as there was no point in illuminating the roofs of the wagons. It is true that the longitudinal orientation of the roof preferred because of the better lighting conditions is structurally less economic than a transverse orientation would have been, as the weight of the roof must be transferred to the walls and stanchions by means of transverse supporting structures, but the additional cost incurred for this purpose was thought to be amply justified in view of the importance of good daylighting in the special circumstances.

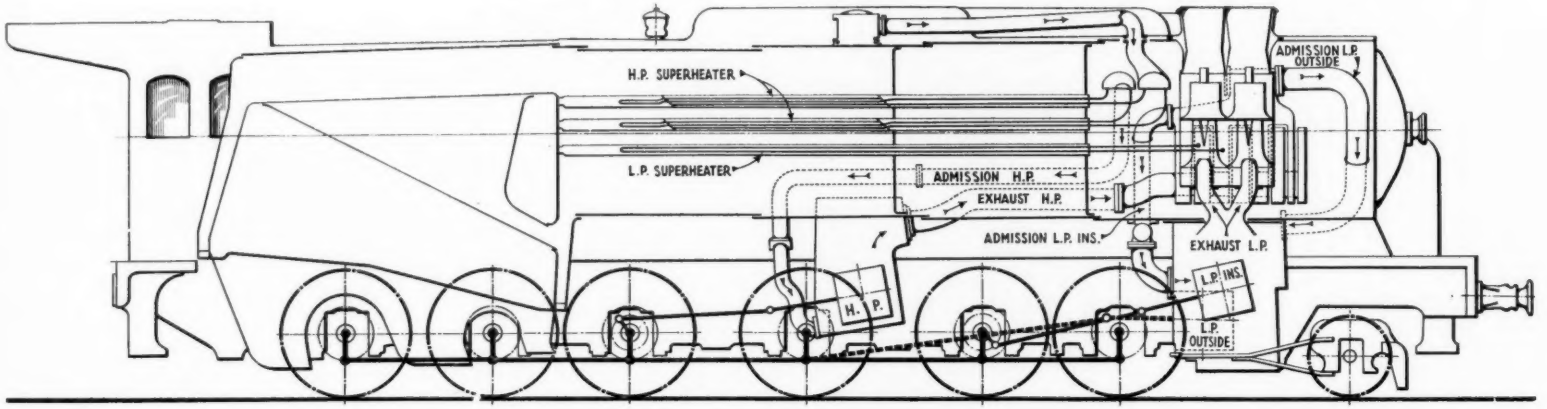
The roof of the Avignon shed consists of three V structures alternating with two A structures, extending over the whole length of the shed (approximately 790 ft.), but sectionalised longitudinally into five independent auto-stable sections. Four of these longitudinal sections have a standard length of approximately 165 ft. and rest on transverse supports spaced 96 ft. apart so that they are overhung by about 34½ ft. on either side. This arrangement has been found to result in a minimum of flexion. Dilatation play is assured at the joints and through giving the stanchions the requisite mobility in one or two directions.

With the shed at Villeneuve-Saint Georges, it was found possible to choose the simpler arrangement of transverse roof structures, as the need for a uniform standard of good daylighting was not quite so pronounced.

Experimental 2-12-0 Locomotive, French National Railways



Diagrammatic elevation of engine showing principal dimensions



Longitudinal section of engine showing high-pressure and low-pressure systems

Experimental 2-12-0 Locomotive for the French National Railways

A development of an existing 2-10-0 type, with high and low-pressure cylinders

AN experimental 2-12-0 locomotive, designed by M. André Chapelon, is now on trial on the South-East Region of the French National Railways. It has been developed from the 2-10-0 locomotive built to run on the former Paris-Orléans lines and is, in fact, one of these so rebuilt as to be a completely new machine. It has six coupled axles and six cylinders, two high pressure and four low pressure.

The locomotive is designed to give a high and sustained tractive effort at moderate speeds on steep gradients. To attain this result, M. Chapelon, in experiments dating back to 1940, aimed at improving the thermodynamic efficiency. The means adopted include: the introduction of a supplementary superheater (a re-superheater) between the high pressure exhaust and the low pressure admission, to obtain a high degree of superheat for the low pressure cylinders without excessive superheating for the high pressure cylinders; and a steam jacket for the low pressure cylinders to reduce condensation.

The boiler barrel, 18 ft. 8⅛ in. long, is divided into two parts by an intermediate tubeplate, with the re-superheater elements placed in the front part. Steam passages are of wide section to allow of a long exhaust. The arrangement of the superheaters is intended to give a temperature of around 300° C. (572° F.) at the low pressure cylinders; the high pressure cylinders are at nearly the same temperature, thus reducing the risk of wear and avoiding lubrication difficulties. With the high pressure temperature varying generally between 300° and 340° (572° F. and 644° F.), steam is admitted to the low pressure cylinders at a temperature of at least 270° C. (518° F.). With the regulator admitting live steam to all the cylinders at a pressure of about 140 lb. the engine gives a steady starting tractive effort without slipping. The accompanying diagram indicating the arrangement of the superheaters, shows the high pressure superheater placed in tubes 3½ in. × 4 in. internal and external diameter in the upper part, and the low pressure superheater in tubes of the same diameter in the lower part.

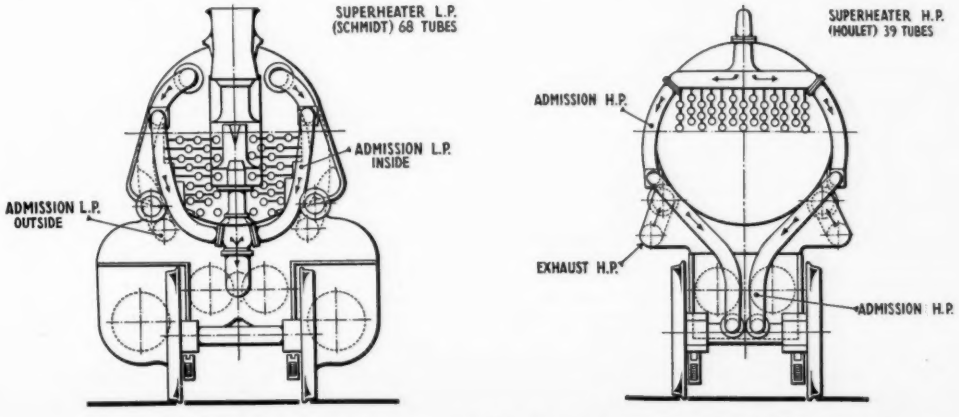
Trials of the locomotive with a dynamometer van attached were made in the South-East Region in May and June, 1948. Some of the results were published in *Chemins de Fer* under the signature of M. Chapelon, whose conclusions were entirely favourable to the use of the re-superheater as leading him to expect "further very important progress for the steam locomotive in the future."

Seventeen trials with the locomotive hauling heavy goods trains were made in all as follow: three between Villeneuve-Saint-Georges and Laroche on a gradient of 1 in 200; six between Laroche and Dijon, on 1 in 125, hauling trains of 1,660 *tonnes*; two between Roanne and St. Etienne, on 1 in 83, trains of 1,050 *tonnes*; four between Badan and St. Etienne, on 1 in 70, trains of 855 and 1,505 *tonnes*; two between Lyons Perrache and Roanne, on 1 in 40, trains of 578 *tonnes*.

In the trials between Badan and St. Etienne the average tractive effort at the drawbar was 1,612 h.p. at a speed of 18½ m.p.h. with a consumption of 9·45 litres of water and 1·5 kg. of coal per h.p.hour; other trials showed tractive effort at the drawbar (reduced to the figure on the level)

(*Continued on page* 102)

Experimental 2-12-0 goods locomotive, French National Railways



Section showing (left) low-pressure, (right) high-pressure circulations

Length Marking Scheme, L.M.R.

Introduction of the "prize length" system has revived the competitive spirit and is resulting in a higher standard of maintenance

A YEAR ago the London Midland Region of British Railways introduced a system of awarding marks for the efficient maintenance of permanent way lengths on certain trunk lines. A similar scheme was also started by the Eastern Region, and in our issue of January 21, on page 74, illustrations were given of well-kept lengths on the Clacton branch and on the main line near Peterborough.

This scheme has now been adopted as an annual procedure on the L.M.R., marks being awarded for all the duties of each length gang on every length, over 2,300 in all, covering its 16 districts, which vary in character from main lines to those in goods yards.

To enable the Civil Engineer or a District Engineer to know the state of any length, a uniform system of marking has been evolved by which marks are allotted on the basis of 100 for each of 10 items, giving a possible total of 1,000 marks for each length. Factors taken into consideration are quality of top, accuracy of levels and superelevation, fineness of alignment and correctness of gauge, security of fastenings, and general neatness of length.

Although in its early stages, this scheme is already proving a valuable contribution towards a higher standard of track maintenance by reason of the heightening of interest in their work among all concerned in maintenance duties, and by arousing a competitive spirit among length gangs. This competitive spirit is fostered still further by the introduction of the "prize-length" system, and is bringing about a revival in that pride of length which has always been the determining factor in permanent way work of a high standard.

Marking is carried out by District Engineers or one of their qualified representatives between March and November. The problem of training a sufficient number of qualified markers in time for the new programme was met by their instruction proceeding side by side with the limited trunk lines assessment last year. It was found that, because of the simplicity and efficiency of the marking system employed, essential uniformity in judgment and assessment between the markers was readily achieved.

A major advantage of length marking is its substantiation by broad figures of what in the past have been largely impressions. The subsequent tabulating and summarising of these statistics enables quick comparisons and deductions to be made, whether for a particular year as between lengths, districts, and so on, or—and perhaps most important of all—from year to year as the system develops.

A well-kept length of permanent way on the L.M.R. near Dore & Totley Junction, Derbyshire, June, 1949

Experimental 2-12-0 Locomotive, French National Railways

(*Concluded from page* 101)

of 1,800 to 2,300 h.p. for speeds of 12½ to 18½ m.p.h. At the maximum speed of 37 m.p.h. the average effort at the drawbar was 12 *tonnes* or 2,650 h.p. In starting, a maximum tractive effort of 38 *tonnes* was recorded in the trials, corresponding to a factor of adhesion of 0·316.

Starting trains of 65 wagons (1,660 *tonnes*) was regularly effected with a tractive effort of 35 *tonnes* on a gradient of 1 in 125 including curves. In one trial, 1,700 h.p. was recorded for 2¾ hr. at a speed of 47 km.p.h. (29 m.p.h.) with a consumption of 8·54 litres of water and 1·23 kg. of coal per h.p.hour.

M. Chapelon remarked that the steam jackets were particularly effective, allowing a reduction in the number of the high pressure and low pressure superheater elements and thus adding to the efficiency of the boiler.

Some dimensions are as follow:—

Cylinders (2), h.p.	20½ in. by 21¼ in.
Cylinders (4), l.p.	25½ in. by 25⅝ in.
Wheels, coupled, dia. ...	4 ft. 7½ in.
Wheels, leading truck, dia.	2 ft. 9⅝ in.
Wheelbase, engine	35 ft. 4½ in.
Wheelbase, coupled ...	27 ft. 4 in.
Height, rail level to boiler centre	9 ft. 6⅛ in.
Height, rail level to top of chimney	13 ft. 10¼ in.
Boiler pressure	265 lb. per sq. in.
Weight of engine in working order	135 tons

TRAVEL ASSOCIATION MEETING.—Addressing the annual general meeting of the Travel Association in London on July 8, Mr. Herbert Morrison, M.P., said that the 1951 Festival of Britain was being planned as a show with a world-wide appeal which would cost a lot of money. The Festival was not primarily being held to attract tourists, but if they the Travel Association made full use of its opportunities its cost would be well worth while in terms of tourist income alone, not only in 1951, but in the following years. The Travel Association expected about 700,000 visitors from overseas in 1951, an increase of over 100,000 above the current level, which might earn the country about £70,000,000, including fares on British ships and aircraft, of which over one-third would be in dollars or other hard currency.

RAILWAY NEWS SECTION

PERSONAL

Mr. B. B. Varma, after relinquishing his position as Officer on Special Duty, Railway Board, India, has taken over as General Manager, East Indian Railway, from Mr. V. Nilakantan, who, as recorded in our June 10 issue, has been appointed Member, Staff, Railway Board.

Mr. James G. Methven, until recently Scottish Passenger Group Secretary of the Transport & General Workers' Union, and at present Staff & Welfare Officer, Scottish Division, Road Haulage Executive, has been appointed Staff & Welfare Officer for the S.M.T. Group of Companies.

We regret to record the death on July 17 of Senhor Ormando Aguiar, Chief Engineer of the Leopoldina Railway.

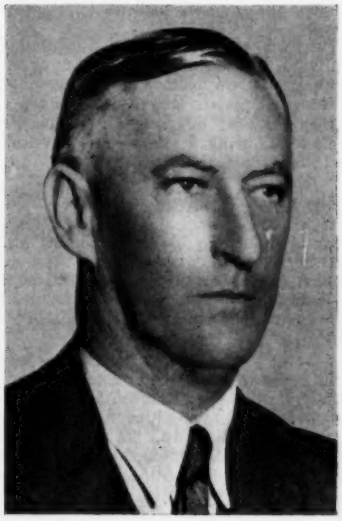
Captain Sir Ian Bolton has been appointed His Majesty's Lieutenant of the County of Stirling. He is a part-time Member of the British Transport Commission.

We regret to record the death, at the age of 58, of Mr. S. J. Hood, Chief Civil Engineer, Western Australian Government Railways. Mr. Hood was born at Wangaratta, Victoria, and studied at Melbourne and Sydney Universities. He joined the civil engineering branch of the Western Australian Government Railways in 1910, and was appointed Chief Civil Engineer in 1934. During the recent war he was a member of the Munitions Board, and immediately after the war was responsible for the deviations in the Swan View tunnel and the Merredin-Yellowdine section, also the re-grading of the Northam-Spencer's Brook line. He was appointed Assistant Commissioner of Railways in July, 1948, but ill-health compelled him to relinquish the appointment last December, when he returned to his former position of Chief Civil Engineer.

We regret to record the death, at the age of 51, of Mr. Frederick Mills, Chief Mechanical Engineer, Western Australian Government Railways. Mr. Mills had been associated with railway engineering during the whole of his career, which began in England. In 1919, after service in the war, he was appointed leading draughtsman for Sir W. G. Armstrong, Whitworth & Co. Ltd. He went to Western Australia in 1926 to become a locomotive designing draughtsman in the mechanical engineering branch of the Railway Department, and five years later was appointed Chief Draughtsman. He was promoted Chief Mechanical Engineer in 1940. In 1938 Mr. Mills was awarded first prize in a world-wide competition sponsored by the James F. Lincoln Arc Welding Foundation (U.S.A.), his paper describing an original design for a completely-welded plate frame for a steam locomotive.

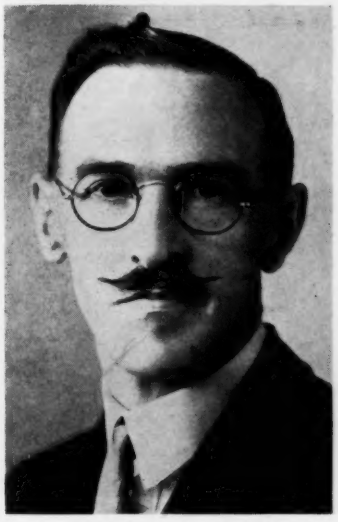
Mr. H. F. Pallant

Who is shortly to make an investigation into the operating problems of the Nigerian Railway



The late Mr. S. J. Hood

Chief Civil Engineer, Western Australian Government Railways, 1934-49



The late Mr. F. Mills

Chief Mechanical Engineer, Western Australian Government Railways, 1940-49

Mr. H. F. Pallant, M.Inst.T., Assistant Divisional Operating Superintendent, York, North Eastern Region, British Railways, as recorded in our July 8 issue, is shortly leaving this country, at the invitation of the Nigerian Government, following the submission of his name to the Colonial Office by the Railway Executive, for a three months' tour of the Nigerian Railway. He will investigate the operating problems of the railway, and ascertain whether there are any methods by which operating capacity could be increased. Mr. Pallant joined the Great Eastern Railway as a probationary booking clerk in 1916. In 1925 he qualified by examination for appointment as a traffic apprentice on the L.N.E.R., and after a three years course of training was appointed Assistant Yardmaster at Bradford, Adolphus Street. Subsequently he received the following appointments:—Assistant Yardmaster, Whitemoor (1930); Assistant Yardmaster, Spitalfields (1931); Assistant Stationmaster, Liverpool Street (1932); Chief Trains Clerk & Chief Controller, Cambridge (March, 1935); Assistant to Superintendent, Southern Area (Eastern Section) (June, 1935); Assistant District Superintendent, Edinburgh (Waverley) (1937); Assistant to Superintendent, Southern Area (Eastern & Western Sections) (1939); District Superintendent, Nottingham (1940); District Superintendent, York (1943); District Superintendent, Hull (1945); Assistant Superintendent, North Eastern Area, York (1946).

New District Goods Office at Reading, Western Region

Mr. E. Havers has been appointed District Goods Superintendent at the newly-opened district office of the Western Region, British Railways, at Castle Lodge, 14, Bath Road, Reading.

Great Northern Railway (Ireland)

The Great Northern Railway (Ireland) has made the following appointments:—Mr. J. F. McCormick to be Managerial Executive Officer; Mr. A. M. Beaton to be Advertising & Publicity Superintendent; Mr. J. F. Atkinson to be Commercial Superintendent; Mr. J. C. Bailie to be Operating Superintendent; Mr. H. Evans to be Staff Superintendent (Traffic Department); Mr. W. H. Walker to be District Freight Superintendent, Belfast.

Mr. W. T. Potter has been re-elected President of the National Union of Railwaymen.

We regret to record the death, at the age of 56, of Mr. W. Raynes, Workshops Manager, Midland Junction, Western Australian Government Railways.

Mr. J. C. H. Brash, District Traffic Superintendent's Office, Perth, has been appointed Assistant to District Operating Superintendent, Edinburgh, Scottish Region, British Railways.

Mr. Ian Marriott, Managing Director of W. G. Bagnall Limited, and Mr. Julian Tritton, Partner in the firm of Rendel, Palmer & Tritton, were among those invited to a reception given on July 12 by the High Commissioner for India to meet Dr. John Matthai, Minister of Finance, Government of India.

Mr. C. D. Hely-Hutchinson and Mr. Ralph Darby have been appointed Directors of the Forestal Land, Timber & Railways Co. Ltd.

Dr. C. T. Newnham, M.R.C.S., L.R.C.P., D.O.M.S., who has been appointed Medical Officer, Western Region, British Railways, is 30 years of age, and is the son of the late Colonel L. A. Newnham, G.C. He was educated at the Imperial Service College, Windsor, and studied medicine at St. Mary's Hospital Medical School, Paddington, where he qualified. After holding various hospital appointments, he obtained a commission in the R.A.F.V.R. Medical Service in August, 1943, and a year later was promoted Flight-Lieutenant, and in December, 1945,

Dr. C. T. Newnham

Who had lately been appointed London & Southern Area Superintendent, Hotels Executive

Acting Squadron-Leader. He was appointed Assistant to the Chief Medical Officer of the Great Western Railway on October 1, 1946, and became Assistant Medical Officer, Paddington, in January, 1949. Dr. Newnham is a Fellow of the Royal Society of Medicine.

Consequent on the retirement of Mr. H. W. Lamprell from the position of Claims Superintendent, London Transport, Mr. S. A. Webb has been appointed Claims Officer.

Mr. H. J. Baldwin has been appointed Assistant Sales Manager, Power Signal & Colliery Department, and Mr. L. W. Lane, Assistant Sales Manager, Mechanical Signal Department, Westinghouse Brake & Signal Co. Ltd.

B.T.C. Research Advisory Council

The first meeting of the Research Advisory Council of the British Transport Commission was held in London on July 18. In addition to the Chairman of the Commission, Sir Cyril Hurcomb, and the Chairmen, or representatives, of the Executives, the council consists of: Sir Charles F. Goodeve, Professor R. V. Jones, Sir Thomas R. Merton, Professor D. M. Newitt, Sir William Stanier, and Dr. H. E. Merritt, Chief Research Officer, B.T.C. The council was set up as a result of the report of a committee, over which Sir William Stanier presided, on the steps required to promote the fullest application of research to the problems of the Commission and its Executives. This report, having been accepted by the Minister of Transport, is now being carried into effect.

Mr. Lionel Chevrier, the Canadian Minister of Transport, has arrived in London, to represent Canada at a civil aviation conference.

The board of the British European Airways Corporation has accepted the resignation of Mr. J. V. Wood as Managing Director. For the time being his duties will be carried out by Mr. Peter Masefield. Mr. Wood has stated that his resignation is in no way due to disagreement with the chairman or members of the board of B.E.A.

The following notification appeared recently in *The London Gazette*, under the heading of Supplementary Reserve of Officers—Corps of Royal Engineers:—

Major R. H. Edwards relinquishes his commission, July 9, 1949, and is granted the honorary rank of Lt.-Colonel.

Mr. W. A. Pickwoad, former Managing Director of the Central Argentine Railway, General Manager of the General Mitre Railway, and Adviser to the Argentine Ministry of Transport, has accepted a post as General Manager of an important importing and exporting concern in San Paulo (Brazil).

In order to give greater attention to his other interests, Mr. Lancelot S. Mills has resigned his Directorships of De La Rue Extrusions Limited and De La Rue Floors & Furnishings Limited. Until the time of their absorption into the parent company, Mr. Mills was also a Director of De La Rue Insulation Limited and Hill, Norman & Beard, Plastics, Limited.

Following the removal of the business of Cantie Switches Limited from Chester to a larger factory at New Ferry, Bromborough, Mr. H. M. Goody has been appointed Managing Director of the company. Mr. Goody joined the associated company of Brookhirst Switchgear Limited in 1920, and in 1941 was appointed Joint Managing Director, a position he relinquishes to take up his new appointment.

London Midland Region Staff Changes

The following staff changes are announced in the London Midland Region, British Railways:—

Mr. G. D. S. Alley, District Engineer, Derby (South), to be Permanent Way Assistant, Civil Engineer's Department, Euston.

Mr. B. P. Blackburn, District Motive Power Superintendent, Burntisland, to be District Motive Power Superintendent, Carlisle (Upperby).

Mr. E. Lees, Assistant District Operating Superintendent, Liverpool, to be District Traffic Superintendent, Carlisle.

Mr. J. H. Knight, Divisional Carriage & Wagon Outdoor Assistant, Chief Mechanical Engineer's Department, Manchester, to be Divisional Carriage & Wagon Outdoor Assistant, Chief Mechanical Engineer's Department, St. Pancras.

Mr. C. S. Longsdale, District Motive Power Superintendent, Shrewsbury, to be District Motive Power Superintendent, Bescot.

Mr. E. W. D. Hope, Chief Engineer of the Buenos Ayres Southern Dock Company, a subsidiary of the former Buenos Ayres Great Southern Railway, has retired, after 40 years service. Mr. Hope joined the Buenos Ayres Great Southern Railway in 1909, and occupied a number of posts in the Chief Engineer's Department, before being transferred to the Buenos Ayres Southern Dock Company in 1943 as District Engineer, becoming Chief Engineer on the nationalisation of the railways and their subsidiaries.

We regret to record the death on July 13 of Mr. C. G. Jarrett, who had recently been appointed Area Superintendent, London & Southern Area, for the Hotels Executive, British Transport. He joined the Great

The late Mr. C. G. Jarrett

Who had recently been appointed London & Southern Area Superintendent,

Eastern Railway at the age of seventeen in 1908, and was appointed to the Great Eastern Hotel, Liverpool Street. Subsequently he became an Assistant to the Hotels Superintendent, and in 1925 was transferred as Manager of the Royal Station Hotel, Newcastle, L.N.E.R. He was made Manager of the Hotels Department, Southern Scottish Area, L.N.E.R., in 1935, and became Hotels Superintendent for the Scottish Area on the abolition of the Northern Scottish Area in 1939. From January 1, 1948, Mr. Jarrett was Hotels Superintendent of the L.N.E.R. hotels, refreshment rooms and restaurant cars in the Scottish Region of British Railways until his recent appointment under the Hotels Executive. During the 1914-18 war he served in France, Egypt and Palestine with the Royal Artillery; and in the recent war he served in the Royal Artillery, and afterwards in the Army Catering Corps.

The funeral took place at Golders Green Crematorium on July 15, and among those present were:—

Mr. W. H. Johnson (also representing the Chairman and Members of the Hotels Executive), Messrs. S. Sweeney, W. P. Keith, E. W. Belcher, H. Whiddon, Gordon Yates, A. A. Ryan, G. A. Souter, W. A. Styan, G. Watson, A. C. Howes, J. H. Linton, F. A. Gilberthorpe, J. Forster, R. M. Sutton, F. C. Scott, M. Heywood (British Hotels & Restaurants Association), T. Sutherland Henderson, Mr. Willenbrook, Miss K. C. Anderson.

Funeral of Mr. J. A. Kay

The funeral of Mr. John Aiton Kay, Editor of *The Railway Gazette*, and Deputy-Chairman & Managing Director of Transport (1910) Limited, took place at Golders Green Crematorium on July 13. The Reverend W. Irving Bulman officiated, and those present included:—

Mrs. John Kay (widow); Mr. J. M. Kay (son); Mr. and Mrs. C. F. Pagnamenta (son-in-law and daughter); Mr. and Mrs. Weir Cathcart; Mr. and Mrs. J. P. Smith; Miss Menzies; Mr. and Mrs. E. G. Corner; Mr. J. S. Hunter and Mrs. N. A. Kean.

Mr. Arthur Cousins, Chairman of Odhams Press Limited and of Transport (1910) Limited; Mr. George Rollason, Joint Managing Director, Transport (1910) Limited; Mr. W. Parrack, Joint Managing Director, Odhams Press Limited, and Director, Transport (1910) Limited; Mr. P. Emanuel, Director of Odhams Press Limited and Transport (1910) Limited; Mr. George W. Duncan, Director, Transport (1910) Limited; Mr. W. Surrey Dane, Joint Managing Director, Odhams Press Limited.

Mr. R. H. Hacker, Chief Officer (Continental), Railway Executive; Mr. J. O'Neill, Chief Officer for Printing & Paper, Railway Executive; Mr. W. H. Johnson, Secretary, Hotels Executive, British Transport (representing Lord Inman, Chairman, Mr. F. G. Hole, full-time Member, and the part-time Members of the Executive); Mr. W. P. Keith, Restaurant Car Superintendent, Hotels Executive; Mr. K. W. C. Grand, Chief Regional Officer, Western Region, British Railways (also representing Sir Felix Pole and Sir James Milne, former General Managers of the Great Western Railway); Messrs. Gilbert Matthews, Operating Superintendent, S. G. Hearn, Assistant Operating Superintendent, C. Furber, Commercial Superintendent, and A. S. Quartermaine, Chief Engineer, Western Region; Mr. H. T. Forth (representing Mr. C. R. Dashwood, Chief Accountant, Western Region); Mr. W. N. Connah (representing the Directors of the former Great Western Railway Company); Mr. C. Grasemann, Public Relations & Publicity Officer, Southern Region, British Railways; Colonel K. R. N. Speir, Secretary, Transportation Club; Mr. W. Cyril Williams, President, Institution of Locomotive Engineers; Lt.-Colonel P. M. Brooke-Hitching; Lt.-Colonel W. D. Coles, Director & Secretary, Harrison & Sons Ltd.; Mr. Alastair Armour, Joint Managing Director, Booker Bros., McConnell & Co. Ltd.

A number of members of the staff of Transport (1910) Limited.

Memorial Service

A memorial service was held at St. Martin-in-the-Fields on July 14. The Reverend Austin Williams officiated, and the large congregation included:—

Mrs. John Kay (widow); Mr. J. M. Kay (son); Mr. and Mrs. C. F. Pagnamenta (son-in-law and daughter); Mr. and Mrs. Weir Cathcart; Mr. and Mrs. J. P. Smith; Miss Menzies; Mr. Graham Corner (representing Mr. and Mrs. E. G. Corner); Mr. J. S. Hunter and Mrs. N. A. Kean.

Mr. George Rollason, Joint Managing Director, Transport (1910) Limited; Mr. George W. Duncan, Director, Transport (1910) Limited; Mr. Geoffrey Odhams, Director, Odhams Press Limited.

Ministry of Transport

Mr. F. G. Humphrey, Director of Information (representing the Rt. Hon. Alfred Barnes, M.P., Minister of Transport); Lt.-Colonel Sir Alan Mount, Chief Inspecting Officer of Railways.

British Transport Commission

Sir Cyril Hurcomb, Chairman; Mr. John Benstead, Deputy-Chairman; Mr. J. H. Brebner, Chief Public Relations & Publicity Officer; Mr. J. L. Henderson, Public Relations Officer; Mr. Frank Gilbert, Principal Staff Officer; Mr. M. R. Bonavia, Principal Works & Development Officer; Mr. A. E. Sewell, Charges Adviser; Mr. C. E. R. Sherrington, Secretary, Railway Research Service.

Railway Executive

Sir Eustace Missenden, Chairman; Mr. David Blee, Mr. V. M. Barrington-Ward, Mr. J. C. L. Train, and Mr. R. A. Riddles, Members; Mr. E. G. Marsden, Secretary; Mr. Harold Rudgard, Chief Officer (Motive Power) (also representing Sir William Stanier, sometime Chief Mechanical Engineer, L.M.S.R.); Mr. S. E. Parkhouse, Chief Officer (Operating); Mr. James Ness, Chief Officer (New Works), Mr. O. H. Corble, Chief Officer (Marine) (represented by Mrs. A. M. Edwards, *British Railways Magazine*); Mr. D. S. M. Barrie, Public Relations Officer (also representing Mr. A. J. Pearson, Chief Officer, Administration); Mr. A. Endicott, Chief Estate & Rating Surveyor.

London Transport Executive

Lord Latham, Chairman; Mr. A. B. B. Valentine, Member; Mr. C. G. Page, Secretary; Mr. W. S. Graff-Baker, Chief Mechanical Engineer (Railways); Mr. P. Croom-Johnson, Chief Engineer; Mr. G. Dodson-Wells, Chief Public Relations Officer; Mr. H. T. Hutchings, General Superintendent, Traffic (Railways).

Road Haulage Executive

Major-General G. N. Russell, Chairman; Mr. J. L. Willoughby, Assistant Secretary.

Hotels Executive

Lord Inman, Chairman; Mr. F. G. Hole, Member.

BRITISH RAILWAYS

Western Region

Mr. K. W. C. Grand, Chief Regional Officer; Mr. H. E. Hedges, General Assistant to Chief Regional Officer; Mr. Gilbert Matthews, Operating Superintendent; Mr. A. S. Quartermaine, Chief Engineer; Mr. F. C. Hockridge, Surveyor & Estate Agent; Mr. J. H. Wells (representing Major M. J. M. Dewar, Public Relations & Publicity Officer).

Southern Region

Mr. R. M. T. Richards, Acting Chief Regional Officer; Mr. E. A. W. Turbett, Assistant Chief Mechanical Engineer (also representing Mr. O. V. Bulleid, Chief Mechanical Engineer); Mr. R. A. Hardy (representing Mr. R. P. Biddle, Docks & Marine Manager); Mr. A. B. MacLeod, Stores Superintendent; Mr. R. E. Sinfield, Continental Superintendent; Mr. H. J. Bourn, Assistant Continental Superintendent; Mr. S. W. Smart, Superintendent of Operation; Mr. W. T. Powell, Central Divisional Motive Power Superintendent; Mr. A. Berriman, Public Relations & Publicity Department.

North Eastern Region

Mr. C. P. Hopkins, Chief Regional Officer.

Eastern Region

Mr. C. K. Bird, Chief Regional Officer; Mr. C. G. G. Dandridge, Commercial Superintendent; Mr. E. W. Rostern, Operating Superintendent (Eastern & N.E. Regions).

OTHERS PRESENT

Mr. D. R. Lamb (Managing Editor & Director, *Modern Transport*), President, Institute of Transport; Mr. W. Cyril Williams, President, Mr. J. F. B. Vidal, Vice-President, and Mr. G. T. Hart, Secretary, Institution of Locomotive Engineers; Mr. T. S. Lascelles (Director & General Manager, W. R. Sykes Interlocking Signal Co. Ltd.), Honorary General Secretary, Institution of Railway Signal Engineers; Mr. Harold Wilmot, President, and Mr. J. W. Vaughan, Director, Locomotive Manufacturers' Association; Mr. John Gordon, President, Institute of Journalists; Mr. F. W. Crews, Secretary, Institute of Transport; Colonel K. R. N. Speir, Secretary, Transportation Club.

Mr. T. J. Lynch, Secretary, Railway Clearing House; Sir Felix Pole, formerly General Manager, Great Western Railway, and lately Chairman, Associated Electrical Industries Limited, and Lady Pole; Sir James Milne, lately General Manager, Great Western Railway; Sir Ralph Wedgwood, formerly Chief General Manager, L.N.E.R.; Major-General Gilbert S. Szlumper, formerly General Manager, Southern Railway; Mr. T. W. Royle, lately Deputy Chief Regional Officer, London Midland Region, British Railways; Mr. C. B. Collett, formerly Chief Mechanical Engineer, Great Western Railway; Mr. A. F. Bound, formerly Signal & Telegraph Engineer, L.M.S.R.; Mr. W. N. Connah (representing the Directors of the former Great Western Railway Company, and Mr. F. R. E. Davis, formerly Secretary of that company); Lt.-Colonel and Mrs. P. M. Brooke-Hitching; Mr. Stanley Adams, Chairman, and Mr. E. Huskisson, Director, Thos. Cook & Son Ltd.; Brigadier W. G. Tyrrell, sometime Assistant Director of Transportation, War Office, and Commandant, Transportation Training Centre, R.E., Longmoor, 1939-41; Colonel C. E. M. Herbert, War Office (Tn.).

Mr. C. H. V. Winter, Assistant to European Manager, Canadian National Railways (also representing Mr. R. C. Vaughan, Chairman & President, and Mr. J. B. Thom, European Manager, C.N.R.); Mr. F. J. Gemmell Smith, Publicity Representative, Canadian National Railways (also representing Mr. W. S. Thompson, Director of Public Relations, C.N.R.); Mr. H. T. Penny (representing Mr. J. C. Patteson, European General Manager, Canadian Pacific Railway); Mr. F. W. Mottley, European Freight Manager, Canadian Pacific Railway; Mr. C. W. Stokes, Public Relations Officer, London, C.P.R.; Mr. A. C. Bonnaffon, General European Agent, and Mr. F. T. Wheeler, Assistant General European Agent, Pennsylvania Railroad; Mr. W. H. Maass, Advisory Engineer, Office of the High Commissioner for South Africa; Mr. George Cocollis (Accountant of the former Central Argentine Railway); Mr. A. W. Lindridge, London Representative, Vulcan Foundry Limited (also representing Mr. F. S. Whalley, Chairman & Managing Director, Vulcan Foundry); Mr. M. A. Crane (representing Beyer, Peacock & Co. Ltd.); Mr. L. J. Le Clair (Westinghouse Brake & Signal Co. Ltd.); Mr. E. J. Morris, Secretary, representing the Pullman Car Co. Ltd.; Mr. L. B. Alexander (representing Mr. A. J. Boyd, Managing Director, Metropolitan-Cammell Carriage & Wagon Co. Ltd., and Mr. R. E. G. Mayhew, Director, Taylor Bros. & Co. Ltd.); Mr. P. W. Painter, Director & General Manager, Metropolitan-Vickers—GRS Limited; Mr. W. H. Chantrey and Mr. Kenneth R. Gray (Chantrey, Button & Company); Mr. L. W. Webber (representing Glyn, Mills & Company); Sir Edward Wilshaw, Governor, Cable & Wireless (Holdings) Limited; Mr. C. H. Pearson, Chairman, and Mr. C. N. Fairchild, London Stores Manager, Leopoldina Railway Co. Ltd.; Mr. R. J. Ellery, Secretary British Electric Traction Co. Ltd.; Mr. Alban Ford (British Omnibus Companies Public Relations Committee); Professor E. R. Hondelink, Director-General, E.C.I.T.O.; Mr. Guy Harrison, Director, and Lt.-Colonel W. D. Coles, Director & Secretary Harrison & Sons Ltd.; Mr. W. G. Hornett, Sentinel (Shrewsbury) Limited; Mr. J. A. Dixon, Chairman of *Engineering*; Mr. E. Croom-Johnson; Mr. E. C. Poultney; Major John Burman (also representing Mrs. F. A. Coleman, Director, Modern Transport Publishing Co. Ltd.); Miss Torr (representing Sir Kenneth Clark); Mr. Kenneth Garcke (representing Electrical Press Limited).

Mr. Ernest Painter, formerly Secretary, Railway Clearing House; Lt.-Colonel F. A. Cortez-Leigh, Welfare Officer, London District (formerly Chief Electrical Engineer, L.M.S.R.); Mr H. E. O. Wheeler, formerly Deputy Traffic Manager, Southern Railway; Mr. Charles Carslake, formerly Signal & Telegraph Engineer, North Eastern Area, L.N.E.R.; Mr. A. S. Mills, formerly London District Goods Manager, G.W.R.; Mr. Francis Goodricke, formerly Assistant Advertising Manager, L.N.E.R.; Mr H. J. Green, formerly Chief Engineer (Civil), L.P.T.B.; Mr. R. C. Heney formerly Southern Railway; Mr. J. A. C. Picknell, formerly Assistant (Freight Services), Chief Operating Manager's Office, London Midland Region, British Railways; Mr. G. Pettigrew-Smith, Chairman, Monarch Controller Co. Ltd.; Mr. R. L. Green, London Manager, Montreal Locomotive Works Limited, and European Manager, American Locomotive Export Company; Mr. J. E. Beckett, Managing Director, and Mr. R. A. Beckett, Assistant Managing Director, Beckett, Laycock & Watkinson Limited; Mr. Harold Bayley, Director, Spalding & Hodge Limited; Mr. H. C. Johnson (John I. Thornycroft & Co. Ltd); Mr. E. O Norton, Director,

Periodical Proprietors' Association Limited; Mr. O. N. Chadwyck-Healey, Chairman, Morgan Bros. (Publishers) Ltd.; Mr. F. G. King, Managing Director, Louis Cassier Co. Ltd.; Mr. H. G. Baylis, Manager, Barclays Bank Limited, South Hampstead; Mr. Brian Reed; Mr. Clement H. Barfoot, formerly Personal Clerk to Sir Herbert Walker; Mr. Herbert Starey; Mr. Leonard A. Box; Mr. C. Maughan; Mr. E. I. Froshaug, Norwegian State Railways; Mrs. W. H. Tate; Mrs. Robert Bell; Messrs. C. T., C. M., L. P. and J. G. Le Quesne; Mrs. M. Joslin; Mr. R. W Sewill, lately National Consultant to the Road Haulage Association; Mr. A. Campbell, Chief Mechanical Engineer, Crown Agents for the Colonies; Mr. G. C. Rhodes, formerly Agent-General of the French Line for the British Isles; Mr. H. I. Bond, formerly Divisional Engineer, London West, Southern Railway; Mr. and Mrs. T Pinches; Mr. J. C. Crebbin; Mr. F. S. Bond; Mr. H. G. Beale; Mr. J. C. Armstrong; Mr. C. R. H. Simpson, Assistant Editor, representing *The Locomotive*; Mr. D. R. Pollock, Honorary Editor, *Railway Observer*; Mr. H. W. Barrett; Mr. R. J. Scott; Captain C. E. Channing; Mr. P. Brockwell; Mr. C. H. Baker; Mr. P. A. Green; Mr. A. M. Wilcox; Mr. R. C. Fielder.

The congregation also included a large number of members of the staff, past and present, of Transport (1910) Limited.

Messages of Appreciation

Below is a selection, further to that published in our last week's issue, from a number of messages of appreciation which have been received by *The Railway Gazette*:—

I would wish, if I may, to express to the staff of *The Railway Gazette* and its associated publications my sincere personal sympathy in the death of your Chief. It is right to say that he was a very good friend to all railwaymen, and his passing leaves a great gap at the Transportation Club and so many other places were railwaymen meet, where he was always so welcome and so popular. I know I shall miss him very much myself.—MILES BEEVOR, *Chief Secretary & Legal Adviser, British Transport Commission.*

I am indeed deeply grieved to hear of the sad demise of Mr. J. A. Kay, whom I had looked forward to meeting after so many years, on my arrival in London lately. The railways all over the world have indeed lost a great friend in him. I send, on behalf of myself and the North Western Railway, Pakistan, our deepest sympathy.—F. M. KHAN, *General Manager, North Western Railway, Pakistan.*

While in times past he and I have had considerable differences of opinion on various railway problems which we have discussed, I have always regarded Mr. Kay as one of those permanent landmarks in the railway world who went on unchanged, regardless of war and peace, nationalisation or company management. His loss will, I am afraid, leave a gap that it will be extremely difficult to fill.—SIR GEORGE CUFFE, *lately General Manager, Bombay, Baroda and Central India Railway.*

Kay always behaved like a sportsman, but was not interested in sport; had a great sense of humour, but was not a funny-story-teller; had a very quick brain, but never hurried; was the kindest of men, but never professed his charity; was particular in his friendship, but was not a snob; was one of the world's greatest railway authorities, but was not a railwayman. His great personality, complete with bow tie and bowler hat, will be so sadly missed, but the happiness he brought to me and so many others can never fade.—CUTHBERT GRASEMANN, *Public Relations & Publicity Officer, Southern Region, British Railways.*

The President and Members of Council of the Institution of Locomotive Engineers deeply regret the death of John Aiton Kay, and extend their deepest sympathy to the members of the staff of *The Railway Gazette*. John Kay, an Honorary Member of the Institution of Locomotive Engineers since 1927, always took a very keen interest in its activities. He had a very wide circle of friends among the Members, who particularly appreciated his initiative in founding the Charles S. Lake Memorial, and his passing will be keenly felt by them all.—*President and Members of Council, Institution of Locomotive Engineers.*

I was very sorry indeed to learn of the death of Mr. Kay. We remember with gratitude his unfailing willingness to give the Railway Convalescent Homes all the assistance in his power, and all the publicity for which they asked. This was always very greatly appreciated.—H. HAIGH, *Secretary, Railway Convalescent Homes.*

I was extremely sorry to see the news of Mr. Kay's death He will be much missed by the railway world—in that phrase I include not only his colleagues at Tothill Street and professional railwaymen everywhere, but also a host of railway enthusiasts. I feel I have lost a valued friend—he was always so helpful to us at the Ministry of Transport, and I know, too, how ready he always was to assist the Longmoor sappers and the organisation there, for which I have retained a great affection.—LT.-COLONEL E. WOODHOUSE, *lately Inspecting Officer of Railways, Ministry of Transport.*

It was such a shock to me to open my *Railway Gazette* this week and to read therein of the death of Mr. Kay. To lose an old friend suddenly in this way is always most sad, but in this case, too, we, who have served in the Military Transportation Service, feel a particular loss. We have much to thank Mr. Kay for as a generous friend and also as a most helpful, constructive critic. "Wherever there are railways," Mr. Kay's great personality will be sorely missed, even by those many railway officials all over the world who never had the great pleasure of knowing him personally.—MAJOR-GENERAL SIR DONALD MCMULLEN, *Director of Transportation, War Office, 1940-45, and Deputy Chief (Executive), Transport Division, C.C.G. (British Element), 1945-48.*

I must write to express my deepest sympathy at the death of my old friend, Mr. Kay, whom I had known for a long period of years. He was outstanding in his knowledge of railways, not only in Great Britain, but throughout the whole world. The work he did while on the G.W.R. during the 1914-18 war was very well known. He was always violently against nationalisation, and one can only say how very right he was. He is a great loss to all his friends, and will be very much missed. *The Railway Gazette, Shipbuilding & Shipping Record*, and many others will be a very great memorial to him for many years to come. I wonder how many thousands—their number must be legion—have enjoyed those periodicals and looked for them with anticipation every week from all over the world, and still will. We all owe him a very great debt of gratitude. The last time he lunched with me, just three months ago, we were laughing at the possible new colours of the B.R.—HON. MONTAGU PARKER.

Mr. Kay's death is indeed a great loss to the railway world, and *The Railway Gazette* will remain as a lasting memorial of his energy and ability.—PAUL E. GARBUTT, *London Transport Executive.*

On behalf of the board and executives of this company, I wish to convey to you our deepest sympathy on the sudden and tragic loss of your Editor, Mr. John Kay. His passing leaves a gap which will be impossible to fill in the lives of most of us.—HAROLD WILMOT, *Chairman & Managing Director, Beyer, Peacock & Co. Ltd.*

I can claim to have been one of his oldest railway friends—about 45 years. He was *the* outstanding figure in railway journalism, and a great and able influence in other directions. His passing leaves a great gap, and my sympathy goes out to those who have worked in close association with him through the years.—FRANCIS GOODRICKE, *formerly Assistant Advertising Manager, L.N.E.R.*

I was deeply shocked to learn of the death of your esteemed Editor, Mr. J. A. Kay. Although I only had the opportunity of meeting him since the war, his passing has left me with a real sense of personal loss. How much more must he be missed by his colleagues, to whom I send my sincere sympathy.—P. W. LE MATTRE, *Managing Director, French Railways Limited, London.*

I was grieved and shocked to hear of the death of Mr. Kay, and I wish to express to the management and staff of *The Railway Gazette* my deepest sympathy in their great loss. I met Mr. Kay for the first time some twenty years ago when I came to London for the then Chemin de fer du Nord, and I always found him most helpful and considerate. I am sure he will be greatly missed by his associates, colleagues, and innumerable friends of the railway community.—H. J. B. TAINE, *Secretary, French Railways Limited, London.*

We are deeply sorry to hear the sad news of Mr. Kay's death. We realise the great loss your publication suffers, and offer you our sincere condolences.

For our part, we have been bereft of a sincere friend to Switzerland and to our railways. We are very much indebted to Mr. Kay, and on behalf of our General Management and our President I should like to say that we shall always remember the friendly relationship which it was our privilege to have for many years with *The Railway Gazette* and especially with Mr. Kay.—DR. F. WANNER, *General Secretary, Swiss Federal Railways.*

The passing of Mr. Kay, so completely unexpected by those accustomed to meet him from time to time, must leave an irreparable blank for many who, like myself, have been associated in various ways with *The Railway Gazette* and other publications issued by his company. Both in this capacity and as an honorary officer of the Institution of Railway Signal Engineers I have, for some seventeen years now, enjoyed every kindness and consideration at his hands, and shall never fail to recall with pleasure the many talks I have had with him and the numerous friendly letters

which he used to send to me.—T. S. LASCELLES, *Honorary General Secretary, Institution of Railway Signal Engineers.*

It was with much regret that I heard of Mr. Kay's passing. I knew him for many years, both on the business side and personally, and I feel that, with his passing, railway publicity and business generally have suffered a great loss. His unfailing personal courtesy and his insistence on the fast-disappearing niceties were greatly appreciated by me.—A. BERRIMAN, *Public Relations & Publicity Office, Southern Region, British Railways.*

I have read, with very real regret, of the passing of Mr. J. A. Kay. I enjoyed the pleasure of his company at many meetings over a long period of years, and particularly at our own conferences. All the members of this conference, most of whom knew him well, join me in expressing our sincere sympathy with you all in his loss. —H. R. CAULFIELD-GILES, *Chairman, Traders' Traffic Conference.*

I should like to express on my own behalf and that of the Guild our very deepest sympathy in the loss you have sustained by the death of Mr. J. A. Kay. I have had many dealings personally with Mr. Kay over a period of 20 years, and have always found him most helpful and considerate in the course of any discussions with which we were jointly associated. I personally feel that I also have experienced a severe loss in the passing of an esteemed friend.—ARTHUR L. CASTLEMAN, *Master, British Transport Officers' Guild.*

MAIDSTONE & DISTRICT MOTOR SERVICES LIMITED.—The Chairman, Mr. R. P. Beddow, stated at the annual meeting of the Maidstone & District Motor Services Limited, on July 11, that, although gross receipts were higher, expenses, mainly labour costs, increased disproportionately; for the first time for several years, increase in expenses had exceeded the increase in receipts, with the result that profits had declined during the year. During the last two years, wages or conditions had been adjusted seven times, which showed that the wage-freezing policy of the Government did not apply to their industry. They had continued and increased co-ordination arrangements with British Railways and their relations with the Southern Region were as cordial as with the former Southern Railway.

J. STONE & CO. LTD.—Mr. K. H. Preston, Chairman & Managing Director, stated at the annual general meeting that the value of deliveries was 26 per cent. greater than in 1947, and orders, of which a large proportion were for export, exceeded deliveries. It was proposed to place £100,000 to a new reserve for increase in replacement costs of fixed assets and to allocate £50,000 to general reserve. A final dividend of 15 per cent. was recommended on ordinary stock, which, with the 10 per cent. interim dividend already paid, made a total of 25 per cent. for the year, the same as for 1947. An amount of £411,174 would be carried forward as compared with £410,896 last year. All their subsidiaries earned satisfactory profits, resulting in a consolidated net profit of £352,596, an increase of £173,088 over 1947. A new company, J. Stone & Co. (Pakistan) Ltd., has been formed to meet the changed situation in India.

Report on Isle of Man Transport

A committee appointed by the Government of the Isle of Man to investigate the transport services of the island has issued its report.

In making its recommendations the committee, of which the Chairman is Mr. T. G. Moore, had before it two reports, one by Mr. G. B. Howden, General Manager, Great Northern Railway, Ireland, dealing mainly with rail services, and one by Mr. F. P. Arnold, Mr. J. T. E. Robinson, and Mr. A. J. Wright, Technical Officers and Directors of companies in the Tilling group in England.

Both the Howden Report and the Arnold Report find that the insular transport problem is complicated by the fact that the large amount of capital necessarily employed in the two railway undertakings tends to become a burden to the companies, that their track and rolling stock are becoming obsolete, and that the companies are likely to incur increasing working and maintenance costs with the probability of decreasing revenue in the future. At the same time they are faced with the rivalry of a financially healthy and vigorous bus company.

The authors of the Arnold Report strongly recommend that the Isle of Man Railway should be closed down either totally or progressively and all its passenger and goods traffic be transferred to road vehicles. The Howden Report, however, does not consider it desirable to allow a situation to develop under which the whole of the transport services of the island will have to be dealt with by road vehicles. The report does say that, when circumstances permit, the lines between St. Johns and Ramsey and between Laxey and Ramsey should be abandoned and public service given wholly by means of road vehicles. There should be full co-ordination of rail and road services in all competitive areas.

In its report the committee agrees with the Howden Report that the Isle of Man Railway Company is competently managed and reasonably prosperous, and that, thanks to the prudent financial policy of the management, it has been able to maintain the safety and reasonable efficiency of its permanent way and rolling stock. It feels, however, that the factor of obsolescence will make itself felt within the next 25 years, and decisions as to its future will then have to be taken. The Manx Electric Railway, which is in a different financial position, would be seriously affected by one or two bad seasons and the problem of renewal and replacement will become acute within the next 15 years.

SEASONAL TRAFFIC

For the time being, the committee states, provided the undertakings carry out their statutory obligations and give the public a good service, they should not be interfered with. A situation might arise, however, wherein the companies might be obliged to curtail their activities and seek public assistance. Though the committee is prepared to agree that the replacement of rail by road transport might result in cheaper and better service, this is not recommended because the railways are well adapted to the needs of seasonal traffic, when large numbers of people wish to travel at the same time of day, and it would require 20 double-deck buses to carry the same number of passengers as are carried in a full train. Such an increase in the number of heavy transport vehicles operating on the roads at the same time would undoubtedly cause congestion. The committee also points out that the transfer of goods traffic to the road would increase congestion still further. Closing down of the railways as suggested in the Arnold Report would also create an unemployment problem. It is considered undesirable in the present troubled times that the island transport should be solely dependent on heavy oil and petrol fuels.

Finally, the committee agrees that both railways have something to offer the tourist in viewing the scenery of the island and that the Manx Electric Railway, particularly, may be regarded as a scenic railway, and visitors no doubt are induced to travel on it by reason of the beauty of the scenery to be enjoyed, and are prepared to pay for that service.

The committee has considered methods of bringing the railways up to date or prolonging their life, but is advised to accept the fact that electrification or installation of a double track is not a practical proposition, owing to the very high prices of railway material and rolling stock at present prevailing; that the running of diesel cars, though it might suffice for the winter traffic, would not be economic during the visiting season when large numbers of passengers have to be handled; that the service could not be speeded up despite the superior speed and acceleration of diesel vehicles unless a double track were installed; that it is not practical to close down the railways in winter; and that any elaborate scheme of modernisation is beyond the financial resources of the companies. Neither of the companies is at present in need of financial assistance; nor, as far as can be foreseen, is it likely that such a need will arise in the near future.

The findings of the committee will be submitted to the Manx Tynwald Court for consideration.

Rhodesia-East Africa Railway Survey

The Economic Co-operation Administration announced on July 15 approval of a project to help in making a preliminary survey for the construction of a railway between Northern Rhodesia and East Africa.

The survey, which has been initiated by the United Kingdom and the Colonial Governments concerned, will be made by Sir Alexander Gibb & Partners, of London, jointly with their associate, Overseas Consultants Incorporated, of New York, which includes eleven leading American engineering firms.

The British and American experts are expected to spend four months in Africa making a preliminary survey along several suggested routes. The project is being financed jointly by the Economic Co-operation Administration and the British Government. The E.C.A. will pay the dollar costs of the survey, estimated at $40,000, including the contract with Overseas Consultants Incorporated, and salaries of the Americans concerned. The Colonial Development and Welfare Fund will meet an equivalent expenditure.

BULGARIAN PASSENGER TRAFFIC IN 1948.—The number of passengers conveyed by rail in Bulgaria in 1948 is reported to have been 47,659,000, or 21·3 per cent. more than the total in 1947, and the increase on 1939 to be 340·8 per cent.

British Locomotive Builders' Handbook

The Locomotive Manufacturers' Association of Great Britain has prepared a 464-page handbook in five languages, which will act as a link between railwaymen all over the world. It has taken some years to compile; and every nut, screw, and bolt in a railway engine has been tabulated, shown in specially drawn diagrams, and described in English, French, German, Spanish, and Portuguese. To ensure that the translations were accurate and that local meanings were properly conveyed, it was arranged that locomotive engineers serving in the various countries should do the translations.

The purpose of the handbook is to attempt to collate information regarding locomotive building and make it available to the world, and to initiate a campaign for standardisation of terms. There is a full dictionary, the first of its kind, included: and with this handbook in his pocket a British locomotive engineer with a slight knowledge of Spanish could go to Buenos Aires and talk with his opposite number on the most intricate engine problem.

The contents include a history of the British locomotive industry with reproductions of old sketches of famous locomotives and illustrations of different types of modern locomotives and of some workshops; a note of particulars of their requirements which prospective customers are recommended to state—in five languages; British Standard Specifications for materials; a dictionary—in five languages—with diagrams, of (1) locomotive terms, (2) locomotive accessories, (3) locomotive common parts and general terms, (4) materials and tools, (5) locomotive design and engineering terms, (6) running shed and rolling stock, (7) permanent way terms; manufacturing limits and fits (tolerances); and technical data.

The handbook will be distributed with the compliments of the L.M.A. It is not for sale. Copies will be sent to the principal officers of railways all over the world, and to the agents of members in more than 20 countries, to consulting engineers, to certain Government Ministries, to universities, and to the departments of engineering at appropriate British public schools.

Mr. Harold Wilmot, C.B.E., President of the Locomotive Manufacturers' Association, in introducing the handbook last Friday, said that Great Britain was the birthplace of the steam locomotive, and long before it became the catch-cry of the day, export trade was the business of British locomotive builders. The British locomotive industry not only built locomotives, it tailor-made them. Each order was an individual one, and began on the drawing board.

British builders had a full order book. At the moment, they were booked up for two years with more than £30,000,000 worth of orders—80 per cent. of them for overseas. But although L.M.A. order books were full, the research team was busy always searching for any improvements that could be made.

The industry covered the whole railway traction field—steam in its many forms, conventional and otherwise, diesel, diesel-electric, and gas-turbine locomotives. There was no monopoly. Each member was in competition with his fellows. This competition was the best means of attaining full productive efficiency.

The L.M.A. was trying to achieve some standardisation of models for the home market. There were hundreds of different types in use in steel works, collieries, and gasworks, and work was proceeding on plans to reduce the hundreds of different types in collieries to five.

Well-deserved tribute had been paid to the work of the railways staffs in seeing that the trains got through during the war. In fairness to the manufacturers and workers in the locomotive industry, he would say that during the war they built 2,500 locomotives of 50 different types for our own and allied forces fighting overseas. That was in addition to the vast numbers of bombs, tanks, guns, shells, and other munitions produced.

In the field of export, competition from abroad was stiffening. Germany, Italy, France, Belgium, Sweden, Canada, Czechoslovakia, and the U.S.A. were at present in the market, and Great Britain could expect some pretty stiff competition in the not too distant future.

Railway Arrangements for the Royal Highland Show

The annual Show of the Royal Highland & Agricultural Society of Scotland was held in Dundee from June 21—24. Figures for attendance this year break all records in the 110 years history of the Society.

Railway arrangements for handling traffic to and from the grounds came into operation in the autumn of 1948, when 259 vehicles containing materials for the erection of stands and pens were received from Inverness. Then came more than 7,000 railway sleepers for use as vehicle tracks in the showground.

From the beginning of June, exhibits and other materials flowed into Dundee in an ever increasing stream, and the peak was reached on June 18. Traffic was dealt with at Tay Bridge and West Stations, cartage between the stations and the showground being completely mechanised, and the extent of the work involved may be gauged from the fact that over 280 animals of all kinds and the contents of 827 railway wagons were conveyed to sites within the showground. Included were 129 containers, 367 tons of agricultural implements and machinery, and 30 tons of sundry freight train consignments.

More than 900 consignments of passenger train traffic were dealt with, and the total tonnage of freight and passenger train traffic handled was about 2,000. During the four days of the show, more than 50 special passenger trains were run to Dundee from all parts of Scotland, the greatest number, 29, being run on Wednesday, June 22, when Her Majesty the Queen visited the Show.

The siting of the showground at Riverside Park was ideal from a transport point of view, there being two stations within easy reach, Magdalen Green Station, within 100 yd., and Esplanade Station, only 200 yd. from the main entrance. Esplanade Station, closed since 1939, was opened specially for the Show, and during the four days over 53,000 passengers alighted from special and ordinary trains; while at Magdalen Green approximately 13,000 passengers used the station. The ordinary train service between Newport, Wormit, and Dundee, was also augmented, and more than 8,000 additional passengers made use of the services.

After the close of the show, there was a further period of transport pressure, and between 6 p.m. and 11 p.m. on the final day, six special livestock trains left Dundee, and on June 25, 26, and 27, a total of four special trains with exhibits were despatched to Shrewsbury for the opening of the Royal Agricultural Show on July 5.

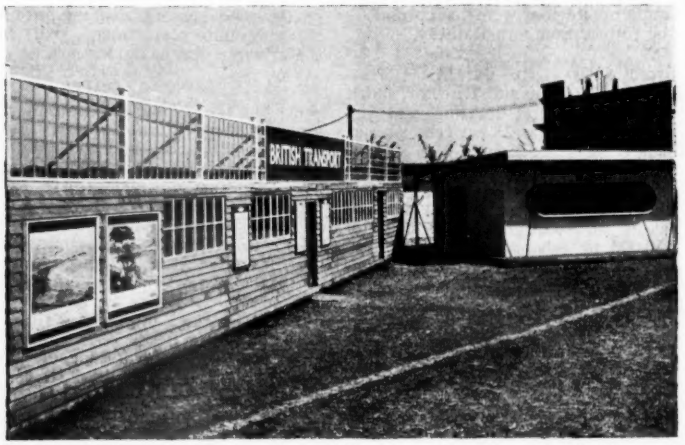
Dorada Railway Company

The forty-fourth annual general meeting of the Dorada Railway Co. Ltd. was held on July 7 in London, Mr. Robert Adeane, Chairman, presiding.

In a circulated statement for the year ended December 31, 1948, the Chairman said: You will remember that I gave a clear warning in my statement last year that the 1948 figures would probably show a considerable deterioration compared with those of 1947, and this, unfortunately, has proved correct.

The drop in revenue was due almost entirely to a falling off in passenger traffics as a result of heavier omnibus competition, and in sundry receipts; and the increase in expenses is in the main resultant on a sharp rise in the price of fuel oil in August last, and on the ever-increasing burden of the Colombian social laws.

We continue to suffer intense and increasing competition from road, rail and water. A new and shorter road route from the company's zone to the capital city of Bogotá has recently been completed, and may in due course have an adverse effect on Bogotá traffic which at present passes over our line. Air transportation



British Railways stand and pavilion at the Royal Highland & Agricultural Show at Dundee

is increasing and may well become a serious competitor in the years ahead.

The Ropeway Branch has shown some improvement on the 1947 figures, but the working loss in still considerable.

Mr. Blackett, our General Manager, will shortly be on leave in this country when the Board will discuss with him our many problems.

Addressing the meeting later the Chairman said: The cabled working profit for the first five months of the current year is £19,000, against a loss for the same period of 1948 of £7,000, but since the issue of the report the labour situation on our property has shown a marked deterioration, resulting in considerable delays in the movement of cargo, and, although we have just heard that an agreement has been signed with the labour syndicate, we do not yet know the conditions imposed. The general outlook, therefore, remains obscure.

The report was adopted.

Staff & Labour Matters

Wages Claim

On July 19, the Minister of Labour announced the names of the five members of the Board of Conciliation which he has decided to establish for the purpose of reaching a settlement between the Railway Executive and the trade unions concerned in connection with the wages claim submitted by the N.U.R. for a flat rate increase of 10s. a week, and for time-and-a-quarter payment for all time worked between noon and midnight on Saturdays. The members of the Board are:—

Sir John Forster (Chairman), President of the Industrial Court; Sir Harold Barton, until recently Chairman of the National Dock Labour Board; Mr. Charles Murdoch, Chairman of the Scottish Board for Industry; Mr. A. J. Espley, former Managing Director of Timothy Whites and Taylors and a member of several Courts of Inquiry; Mr. John Brown, former General Secretary of the Iron & Steel Trades Confederation.

The Confederation of Shipbuilding and Engineering Unions, which represents the interests of railway shopmen who are members of certain unions belonging to the Confederation, has elected not to participate in the discussions.

The Confederation has taken the view that the existing machinery is adequate for dealing with the claim. After protracted negotiations, agreement was reached on May 25, 1948, between the Railway Executive, the Confederation of Shipbuilding and Engineering Unions, and the N.U.R. in regard to rates of pay of railway workshop staff. The N.U.R., on its own initiative, submitted a claim for 12s. 6d. a week increase for all grades; later, this was followed by the present claim for 10s. a week increase. In neither case was the Confederation, which was a party to the agreement of May, 1948, consulted on the claim, and it is resentful of the unilateral action taken by the N.U.R.

No agreement could be reached on rates of pay of railway shopmen unless both the Confederation and the N.U.R. were signatories to it. Under the negotiating machinery, the two parties are brought together in the Railway Shopmens' National Council, of which Mr. Gavin Martin, general secretary of the Confederation, and Mr. Figgins, general secretary of the N.U.R., are joint secretaries.

Meanwhile, certain sections of railway staff, particularly in Manchester, have become dissatisfied at the lack of progress towards a settlement of the wages claim. "Go-slow" working has continued at a number of depots in Manchester and has caused some dislocation of traffic working. Mr. W. N. Hayter, district organiser of the N.U.R., has made repeated appeals to the men to resume normal working and let the union deal with their case through the medium of the Conciliation Board, but the men have maintained their attitude. After discussions which lasted for more than seven hours, Mr. Hayter stated:—

"I have addressed the delegates for over three hours and appealed to them time and again not to carry on with their policy, but they consider that by taking this action they will impress on the Railway Executive the strong resentment of the Manchester men against the long delay in meeting their claim for increased wages. They are not completely satisfied with the arrangements for the Conciliation Board. I have used every argument I can think of to persuade the men to get back to normal working."

At a meeting on July 15 the representatives of the Manchester men decided to continue the "go-slow" tactics until the names of the Board of Conciliation and the date when it will sit are announced.

The N.U.R. delegates at Brighton for the annual conference of the union last week unanimously passed the following resolution:—

"That this annual general meeting views with alarm the attitude of our members in the Manchester area, which is in no way assisting our claims; therefore, we call on our members to resume normal working forthwith, so as not to prejudice future negotiations."

On the same day, telegrams were sent by the General Secretary of the N.U.R. to all branches involved, urging the men to resume normal working in accordance with the terms of the resolution of the annual general meeting.

Parliamentary Notes

Rhodesia Railways Limited (Pension Schemes & Contracts) Bill

The Rhodesia Railways Limited (Pension Schemes & Contracts) Bill was reported with amendment to the House of Lords on June 30.

Mersey Tunnel Bill

The House of Lords on July 7 gave a second reading to the Mersey Tunnel Bill.

British Transport Commission Bill

The British Transport Commission Bill was reported from the Select Committee with amendment to the House of Lords on July 6.

Questions in Parliament

Railway Carriage Door Locks

Mr. B. Janner (Leicester West—Lab.) on July 13 asked the Minister of Transport whether he would recommend British Railways to devise a carriage door lock which would defy tampering by children, in view of the accidents which were resulting to children falling from crowded trains.

Mr. L. J. Callaghan: No, Sir. Experience shows that locks on railway carriage doors are generally safe against accidental mishandling.

Mr. Janner: Has the Parliamentary Secretary taken into consideration the recommendation made by the jury in a recent case, when an inquest was held on a boy who had fallen out of a train in consequence of the fact that there was not such a lock? Will the Parliamentary Secretary reconsider the matter in the light of these circumstances?

Mr. Callaghan: The annual report of the Chief Inspector of Accidents for 1948 shows that the matter has been reconsidered, and recommends no change in the existing practice.

Mr. J. Harrison (Nottingham East—Lab.): Has there been any recent increase in accidents of the kind referred to in the question?

Mr. Callaghan: No. The number of accidents is one per 35 million passenger journeys.

Mr. T. Scollan (West Renfrew—Lab.): Have the transport authorities considered the advisability of abolishing the old type of single-compartment coaches and making one compartment for the whole coach?

Mr. Callaghan did not reply.

British Railways Vessel

Mr. Anthony Greenwood (Heywood & Radcliffe—Lab.) on July 13 asked the Parliamentary Secretary to the Admiralty when the *Hibernia* had been launched; and when she had been delivered to British Railways.

Mr. W. J. Edwards (Civil Lord of the Admiralty): The *Hibernia* was launched on July 22, 1948. She was completed and delivered to British Railways on April 5, 1949.

Mr. Greenwood: Could the Civil Lord say by what firm this vessel was built, and for how long and for what reason she has been out of commission since she was delivered?

Mr. Edwards: She was built by Messrs. Harland & Wolff. As to the latter part of the supplementary question, that is a matter for the Transport Commission.

Road Safety Committee

Mr. D. A. Price White (Carnarvon Boroughs—C.) on July 11 asked the Minister of Transport if he would now reconsider his refusal to meet a deputation of the North Wales Accident Prevention Federation in connection with Welsh representation on the Committee on Road Safety.

Mr. L. J. Callaghan, in a written answer, stated: No, sir. The Minister of Transport received a deputation on this subject recently from the Welsh Parliamentary Party, and he is well acquainted with the arguments for the representation of Wales on this committee. He will bear them in mind when he next reviews the composition of the committee.

Expenses of Road Executives

Mr. F. J. Erroll (Altrincham & Sale—C.) on July 11 asked the Minister of Transport what arrangements for expenses were being made in respect of the whole-time and part-time Members of the Road Passenger and Road Haulage Executives.

Mr. L. J. Callaghan (Parliamentary Secretary, Ministry of Transport): Whole-time and part-time Members of the Road Passenger and Road Haulage Executives are reimbursed from the Executives' funds their out-of-pocket travelling and subsistence expenses incurred on the business of their Executive.

Mr. Erroll: Are there to be no fixed expenses allowances granted in respect of any of the Members, either whole- or part-time?

Mr. Callaghan: No, Sir.

Notes and News

London Transport Executive.—Applications are invited for temporary positions in the department of the Chief Engineer as signalling trainees on the technical staff at Earls Court Station. See Official Notices on page 111.

Crown Agents for the Colonies.—A stationmaster, grade III, not over 30 years of age, is required by the East African Railways & Harbours Administration, for one tour of 40 to 48 months, with prospects of continued employment. See Official Notices on page 111.

Engineers' Guild: Western Branch.—At a recent meeting of professional engineers in Cardiff, convened by the Engineers' Guild, it was agreed to form a Western Branch of the Guild, with headquarters in Cardiff, and a provisional committee was elected to deal with branch development. The branch officers appointed are:—Chairman: Major E. I. David; Vice-Chairman: Mr. Hywel Jones; Secretary: Mr. R. B. Rowson.

Road Haulage Permits.—The Ministry of Transport has announced that up to July 9, some 1,145 applications had been made to the Road Haulage Executive for "original" permits to carry goods for hire or reward outside the 25-mile radius fixed by the Transport Act. It is estimated that a further 9,000 hauliers have obtained application forms which they have not yet completed and returned. Tuesday, August 2, is the last day for lodging applications with the Road Haulage Executive, and the Ministry of Transport reminds hauliers entitled to protection under the Transport Act that they will lose valuable rights unless they apply within the time allowed. Application for "original" permits may be made by any haulier who was carrying on a road haulage business under "A" or "B" licence or corresponding defence permit on November 28, 1946. Forms of application (P.R.2) and an explanatory leaflet may be obtained from any office of the Road Haulage Executive or the Licensing Authority for Goods Vehicles.

Fire in South Indian Railway Workshops.—Fire completely gutted the stores depot of the South Indian Railways workshops at Golden Rock, near Trichinopoly, on July 14.

Ulster Transport Returns.—The gross receipts of the Ulster Transport Authority for the week ended July 10 showed an increase of £297 over the corresponding week last year. Passenger receipts were £94,883, a decrease of £364, and goods receipts £30,234, an increase of £661. The aggregate for the 40 weeks to July 10 showed an increase of £395,125.

Glyn, Mills & Company.—The statement of assets and liabilities as at June 30, 1949, shows total assets of £89,352,620, compared with £111,617,739 in the previous year. Included in the total are coin, bank notes, and balance at Bank of England, £5,934,616 (£9,113,706); cheques in transit, etc., £3,257,674 (£3,667,606); money at call and short notice £17,911,000 (£26,161,000); investments, including £21,024,967 in British Government securities, £21,361,767 (£20,895,981); bills discounted, £10,755,450 (£17,228,964); and Treasury deposit receipts, £7,500,000 (£12,500,000). Advances to customers and other accounts, and amounts due by subsidiary companies, stand at £15,974,335, compared with £14,471,577.

Day Excursions to Loch Awe.—Until September 8, the Scottish Region of British Railways is running day trips to Loch Awe from Glasgow and Helensburgh every Tuesday, Wednesday, and Thursday. Leaving Glasgow Queen Street at 9.31 a.m., and Helensburgh at 10.15 a.m., the route is *via* The Gareloch, Loch Long, and Loch Lomond to Crianlarich, and thence by Dalmally to Loch Awe, where the m.v. *Countess of Breadalbane* is joined for a two-hour cruise. Homeward, passengers for Glasgow have the option of returning *via* Glenogle, Callander, and Stirling.

Madeira-Mamore Railway—As foreshadowed in the report issued in May, 1948, the Madeira-Mamore Railway is making a final repayment of principal of 26s. per cent. on the 6 per cent. and 5½ per cent. first mortgage income bonds. Previous repayments have been (per cent.): during 1932, 3; 1934, 1½; 1942, 8½.

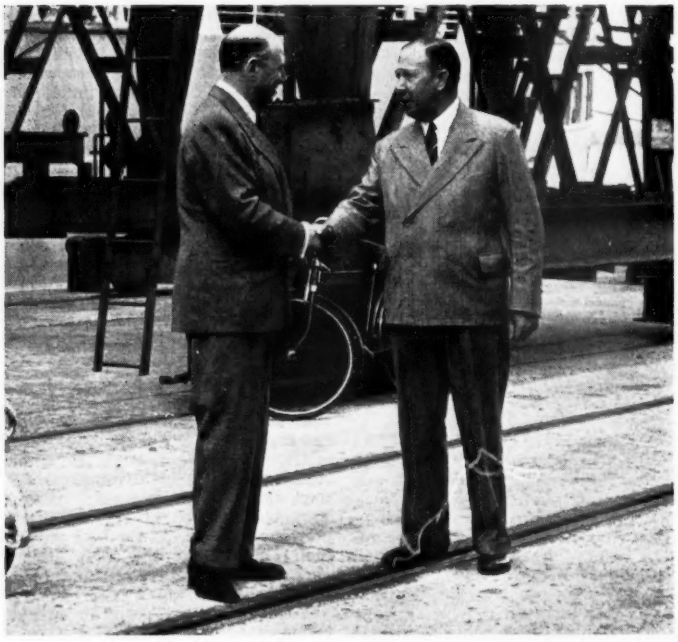
London Midland Region Films.—During the past six months, colour and sound films and film strips produced by the London Midland Region of British Railways have been seen by over 300,000 members of the public. The films deal with holiday resorts, railway operations, and important British industries, and many of them were specially made late last year to fill a long-felt want of schools, clubs, and promoters of local social enterprises. They are loaned free of charge, and if desired will be exhibited by a member of the L.M.R. staff.

French Express Brake Failure.—Early on July 18, the Lyons-La Rochelle express was descending the 1 in 66 gradient from Lapeyrouse to Montluçon, on the River Cher, when the brakes failed. Efforts by the driver and guard to check the train by reversing and using the handbrakes failed, and the express ran at over 50 m.p.h. through Montluçon, where it was booked to call. About 250 yd. beyond the station it ran into the rear of a goods train, damaging some wagons, but it remained on the line. A man working on the track was killed and another was seriously injured. The driver and several passengers were bruised.

Hoffmann Manufacturing Company.—Mr. S. Guy Newton, Chairman, speaking at the recent annual general meeting of the company, whose financial results for 1948 were given in our June issue, was able to report a year of continued progress and new production records. General over-ordering, which had been such a feature of recent years, was now being rectified, which was putting their order book in a more realistic state. Although they had a large volume of orders in hand, the intake was at a lower level than last year. They were continuing their work in assisting the export drive by supplying bearings to British manufacturers of vehicles, machines, etc., while direct exports of bearings had reached the highest level in the history of the company.

Shorter Frontier Formalities Planned.—Recognising the necessity in the interests of international travel to shorten frontier formalities to a minimum, the Commission for Tourism of the Organisation for European Economic Co-operation (O.E.E.C.) has asked all member countries to co-operate by establishing mutual agreements to this end. The results of these recommendations will be discussed at the International Timetable Conference to be held at Brighton in October next. Two striking examples have been given. The "Simplon-Orient Express" on its eastbound run loses 2 hr. 11 min. in three frontier stops between Paris and Milan (65 min. at Vallorbe, 20 min. at Brigue, and 46 min. at Domodossola), and 1 hr. 59 min. in the reverse direction (40 min. at Domodossola, 20 min. at Brigue.

Mr. Elliot Returns from Australia



Mr. John Elliot, Chief Regional Officer, Southern Region of British Railways, being met at Southampton by Mr. R. P. Biddle, Docks & Marine Manager, on his return from his Victorian tour

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

LONDON TRANSPORT EXECUTIVE.—Applications are invited for temporary positions in the Department of the Chief Engineer, as Signalling Trainees on the technical staff at Earls Court Station. Applicants should possess a National Certificate in Electrical Engineering or an equivalent qualification and preferably should have had some drawing office experience. Training will be given in railway power signalling subjects for a period of 3 months, at the end of which time an examination will be held and successful candidates will be appointed as temporary Technical Assistants and will be employed in the production of signalling drawings in connection with new installation works. The salary, including the training period, will range from a minimum of £260 per annum at age 21 to £480 per annum, according to age, qualifications and experience, with additional payments beyond the scale for certain recognised qualifications. Applications giving full particulars of age, experience and qualifications should be submitted in own handwriting and sent to the STAFF OFFICER (F/EV 91), LONDON TRANSPORT EXECUTIVE, 55, Broadway, Westminster, S.W.1, so as to be received within 14 days of the appearance of this advertisement. Canvassing, directly or indirectly, will disqualify. For acknowledgment, enclose addressed envelope.

His Majesty's Colonial Service

COLONIAL ENGINEERING SERVICE

VACANCIES exist for Assistant Engineers on the permanent staff of the Civil Engineering Branch of the Nigerian Railway. Candidates should be under 40 and should be Corporate Members of the Institution of Civil Engineers or hold qualifications which exempt them from Sections A and B of the A.M.I.C.E. examinations. They should also have had some years experience of railway civil engineering, particularly bridge work and some experience of general reinforced concrete construction. The appointments will be on probation for permanent and pensionable employment within the incremental salary scale £720 per annum to £1,300 per annum (inclusive of expatriation pay). The starting salary will depend on age, experience, and length of approved war service. Expatriation pay is pensionable and payable on leave and other conditions of service include:—Free first class passages once each way each tour for the officer and his wife, home leave on full pay at the rate of one week in the United Kingdom for each month of resident service; tours of eighteen months approximately; accommodation provided, usually a furnished house, at moderate rentals. There are opportunities for promotion to higher posts in Nigeria and in other Colonies. Intending candidates should apply at once, giving brief details of age, qualifications, experience and war service, and mentioning this paper, to the DIRECTOR OF RECRUITMENT (COLONIAL SERVICE), Sanctuary Buildings, Great Smith Street, London, S.W.1. Quote reference number 27333/6.

Crown Agents for the Colonies

STATIONMASTER, Grade III, required by the East African Railways & Harbours Administration for one tour of 40/48 months, with prospects of continued employment. Salary £590, rising to £690 a year. Outfit allowance £30. Liberal leave on full salary. Free passages. Superannuation fund. Candidates, preferably not over 30 years of age, should have received a good general education up to at least School Certificate standard and have had a sound, all-round railway training. A knowledge of both commercial and operating work would be an advantage; also experience of station and yard working, and of the electric train staff and tablet system of passing trains. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/23583/3E on both letter and envelope. The Crown Agents cannot undertake to acknowledge all applications and will communicate only with applicants selected for further consideration.

THE RAILWAY HANDBOOK provides the railway student with a collection of useful statistics and information relating to the railways of Great Britain and Ireland. In addition, in matters of international interest, such as speed and electrification progress, the book extends its scope to cover the whole world in order to present a complete picture of these increasingly-important developments. 120 pp. Dy. 8vo. Paper covers. Price 5s. By post 5s. 3d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

and 59 min. at Vallorbe), approximately 16 per cent. of the duration of the complete journey. On the other hand, the "Oiseau Bleu" between Paris and Brussels loses only 2 min. at the frontier because the luggage is inspected *en route*. In general, frontier stops for customs formalities absorb from 5 to 20 per cent. of the travelling times of the trains concerned.

Portable Pavilions for Agricultural Shows.—Two types of portable pavilion designed as enquiry bureaux for use at agricultural shows have been produced by the Railway Executive. Built in sections, the smaller pavilion, 20 ft. × 16 ft., can be transported in two rail-road containers, while for the larger, 40 ft. × 16 ft., suitable for the more important shows, three containers are needed. Each pavilion provides a waiting room, enquiry counter, private room for interviews, and an office. Painted in gay colours and surmounted by a bright metal cone bearing the sign "Rail and Road," the pavilions provide a central enquiry bureau for all transport problems. The pavilions were designed by Mr. James Gardner, F.S.I.A., and built by David Esdaile & Co. Ltd., 30, Stannery Street, Kennington, London, S.E.11. The first of the pavilions was brought into use at the Hertfordshire Agricultural Show at Tring on July 12.

Rhodesia Railways Trust Limited.—Sir Dougal O. Malcolm, Chairman, at the annual general meeting of the Rhodesia Railways Trust Limited on June 30, said that the report and accounts reflected the results of the first full year of the activities of the Trust since its sale of the share capital of Rhodesia Railways Limited. The book value of the investments increased during the year from £2,804,157 to £3,913,127. This was a gradual process. A large proportion of the available funds was held during the year in the form of cash, and a considerable sum remained temporarily invested in British-Government short-dated securities. A dividend of 4 per cent., less income tax, was paid in respect of the six months ended September 30, 1947, and the directors now recommend a dividend of 8 per cent., less income tax, for the 12 months ended September 30, 1948. The year was not a period of easy conditions. Month by month new political or economic problems, international as well as domestic, had caused fresh disturbances in commercial and financial fields; and the difficulties experienced by industrialists in planning for the future had found their counterpart in the difficulties besetting the investor, whose scope was continually being narrowed by nationalisation, and was subject to such adverse influences as profits tax, dividend limitation, and the shadow of further nationalisation.

Rail Excursions to Filey Holiday Camp.—The North Eastern Region of British Railways is now running "all-in" half-day excursions to the Butlin camp at Filey. To the half-day fare is added a charge of 4s. 6d. which entitles the passenger to high tea at the camp, together with a share in the entertainments provided free for campers. For this inclusive charge, therefore, passengers become campers for a period of six hours. The idea has proved so popular that the excursion from West Hartlepool on Sunday, July 10, was filled by advance bookings alone.

Prototype Bookstall at Marylebone.—A new bookstall intended as a prototype for future design has been opened by W. H. Smith & Son Ltd. at Marylebone Station. Construction is of aluminium alloy, with a satin finish in natural colour, and the stall is fabricated in sections for quick assembly or dismantling. The internal fittings are constructed of aluminium alloy and plastic. The shape is semi-circular, with a large sweep of counter, and at one end is a special book section, where buyers can examine the display without being hustled by newspaper customers at the counter. Folding doors into the book section are fitted with windows to allow an illuminated display at night. At the rear of the building is an office and store for the use of the staff. The fascia is a translucent opal panel with inset red plastic lettering, and is illuminated from behind by fluorescent lighting. The light is reflected down from the underside of the projecting fascia canopy through fins on to the magazine counter. Illuminated showcases on the counter front are a further innovation. These replace the familiar double-crown poster sites that are the normal feature of W. H. Smith bookstalls. The posters now are accommodated at the side and rear of the stall in specially constructed frames set on the slant for easier reading. Among those present at the opening of the new bookstall at Marylebone Station on July 15 were Sir Eustace J. Missenden, Chairman of the Railway Executive; Messrs. V. M. Barrington-Ward, Member of the Railway Executive; E. G. Marsden, Secretary, Railway Executive; A. Endicott, Chief Estate & Rating Surveyor, Railway Executive; G. Morton, Chief Financial Officer, Railway Executive; H. H. Phillips, Assistant Chief Regional Officer, Western Region; Dr. F. F. C. Curtis, Architect, Western Region; and Mr. W. S. Barnes, Estate & Rating Surveyor, Eastern Region.

Antofagasta (Chili) & Bolivia Railway Payments.—The directors of the Antofagasta (Chili) & Bolivia Railway Company announce that, after meeting full interest for the year on the debenture stocks, paying 2½ per cent. on February 11, 1949, on account of arrears of dividend on the 5 per cent. cumulative preference stock in respect of the second half of the year 1938, and making provision for taxation, contributions to the renewals accounts, etc., there remains a balance on net revenue account at December 31, 1948, including 463,586 brought forward, of approximately £493,000. It is proposed to pay, on August 20, a dividend of 2½ per cent., less tax, being dividend payable in respect of the first half of 1939 on the 5 per cent. cumulative preference stock, and to carry forward the balance of £465,500. In 1947, after payment of 1½ years' arrears of 5 per cent. preference dividend, there was a surplus of £44,989 to add to the balance of £418,597 brought in.

North Western Road Car Co. Ltd.—Mr. J. W. Womar, Chairman of the North Western Road Car Co. Ltd., at the annual general meeting on July 19, said that traffic had increased last year. They had operated 24¼ million miles and carried more than 112 million passengers during the period under review. Expenditure, however, increased both as regards wages and materials, with the result that the balance between revenue and expenditure was smaller. Deliveries of rolling stock were delayed, and they were still unable to restore their fleet to pre-war standards. Their fares remained at the same level as

a generation ago. Last year he had referred to the effect of the Transport Act on the future of the passenger road transport industry. There were still far too many people who thought the Act automatically nationalised buses and trams. The Transport Act, however, emphasised the need for co-ordination of services, and their company had continued to work in close co-operation with the municipal road undertakings and with the railways for the benefit of the travelling public.

Repairs to Flood Damage: Scottish Region.—The Eyemouth Branch, Berwickshire, connecting Eyemouth with Burnmouth on the East Coast main line, which has been closed to all traffic for more than ten months, was officially re-opened on June 29. It will be recalled that, as a result of the floods on August 12, 1948, major damage occurred at Eyemouth Viaduct as well as to the track. On June 29, Mr. T. F. Cameron, Chief Regional Officer, Scottish Region, received Provost J. S. Collin, Eyemouth, at the station, and introduced him to the crew of the 12.42 p.m. train from Eyemouth to Burnmouth. Provost Collin then signalled the train out of the station. Mr. Cameron paid a tribute to the hard and efficient work carried out by all concerned with the repairs to the line.

Rail Tenants Covered by Rent Acts.—The Court of Appeal recently gave judgment in favour of an appellant against the decision of a County Court Judge, who had ruled that, on nationalisation, premises owned by the railway companies had become Crown property, and that the Rent Restriction Acts therefore ceased to apply. The appellant occupied rooms in a house formerly owned by the Great Western Railway and now the property of the British Transport Commission. Giving judgment, Lord Justice Denning said that the Commission was no more the agent of the Minister of Transport than a company was the agent of its shareholders. It had none of the immunities or privileges of the Crown and its servants were not Civil Servants. In this case it acted on its own behalf although controlled by a Government Department.

New Southern Region Poster Displays.—Two of the posters recently published by the Southern Region of British Railways also advertise Western Region services. By different artists, both are colourful coastal views that will bring a breath of sea air to town-travellers on a hot summer's day. One is of Guernsey, "The Island of Sunshine"—services *via* Southampton or Weymouth—and the other of "The Red Cliffs of Devon"—advertising the "Devon Belle" from Waterloo, the "Torbay Express" from Paddington, and many other restaurant car expresses. Various other posters now appearing at Southern Region stations include the familiar type of semi-aerial views of Exmouth and Hastings, a street scene portraying "Belgian Cities of Art," and a bathing belle inviting one to travel on day and half-day excursions to answer "The Call of the Sea!"

Forthcoming Meetings

July 23 (*Sat.*).—British Railways (Southern Region) Lecture & Debating Society. Visit to Surrey Iron Railway.

July 23 (*Sat.*).—Permanent Way Institution, London Section. Visit to London Airport, at 2.30 p.m.

Railway Stock Market

Markets seem to have taken a more hopeful view of the efforts being made to deal with the dollar crisis. The outlook naturally will be determined by the success or otherwise of the steps being taken to increase exports to the dollar area. British Gas stock fell sharply to 95 on reports that a further amount of this stock will be issued as compensation during the next few weeks. Other nationalisation and long-dated gilt-edged tended to take their cue from Gas stock, and 3 per cent. Transport (1978-88) eased to 95½, while Consols and Treasury 2½ per cent. also lost a little ground. Volume of business is so small that a very moderate buying or selling tends to affect prices somewhat sharply. The rally in industrial shares in evidence at the end of last week was due more to absence of selling than to buying.

Inactive conditions have also further reduced business in foreign railway securities and prices were mostly lower where changed. Sentiment in regard to Brazil rails was affected by reports that the railway deal will meet with opposition in the Brazilian Chamber of Deputies, which if prolonged would hold up final ratification, but the view prevails that current prices of Leopoldina and Great Western of Brazil stocks are well below their eventual pay-out allocations. While it is not thought that there can be any prolonged delay in final settlement as in the case of the San Paulo, it is felt that stockholders might not receive their pay-out money until early next year. Leopoldina ordinary have receded to 7⅝, the preference stock to 27¼, and the 4 per cent. and 6½ per cent. debentures to 91½ and 137. Leopoldina Terminal 5 per cent. debentures were 109 and the ordinary £1 units 3s. 6d. Great Western of Brazil £10 shares were also lower at 137s. San Paulo has been fairly steady at 121. Although estimates of the ultimate value of the latter stock have been scaled down it is thought that it might eventually prove to be £150.

Antofagasta ordinary has eased to 6¼, and the preference stock to 48, payment of only a half-year dividend in respect of preference arrears being below market expectations. National Railways of Mexico issues were better with the 4½ per cent. bonds at $14½. Manila "A" debentures were 90 and 5 per cent. preference shares 7s. Beira Railway bearer shares held firm at 50s. 9d. United of Havana 1906 debentures have been steadier at 8½. Canadian Pacifics were active, but, at 17¼, failed to hold all an earlier improvement. The preference stock was 57 and 4 per cent. debentures 100. Nitrate Rails shares were 60s. and Chilian Northern 5 per cent. debentures marked 25¼.

Road transport and allied shares have been firmer and maintained recent gains. The market is awaiting the British Electric Traction annual meeting for remarks on the position in regard to voluntary negotiations or compulsory acquisition of more road transport operating companies by British Transport. B.E.T. stock has been steadier around £1,580. Lancashire Transport was 87s. 6d., and Southdown 128s. 9d.

Iron and steel shares have been steady, although those on the nationalisation list attracted only moderate attention and are still well below their scheduled take-over levels, which, however, will only apply in the event of nationalisation being effected. Stewarts and Lloyds are quoted in the market at 53s. 3d. whereas their take-over is 57s. 4d. United Steel are 26s. 10½d. as compared with a take-over of 30s. 4d. Guest Keen have been firmer at 37s. 6d., with Babcock & Wilcox at 57s. 9d., and Cammell Laird 5s. shares firmer at 7s., as were Vickers at 27s. 10½d. T. W. Ward strengthened to 56s. 9d.

Movements among shares of locomotive builders and engineers were mostly small, but Gloucester Wagon further improved to 43s. 6d., although Beyer Peacock eased to 18s. 10½d. North British Locomotive were 18s. 10½d., Vulcan Foundry at 17s. 6d., and Wagon Repairs 5s. shares 17s. 9d.

OTTOMAN RAILWAY HOLDING SCHEME APPROVED.—At an extraordinary meeting on July 14 of the Ottoman Railway Holding Company resolutions approving the scheme for the distribution of the assets and putting the company into voluntary liquidation were unanimously passed.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week: Total this year	Traffics for week: Inc. or dec. compared with 1947/48	No. of week	Aggregate traffics to date: Total 1948/49	Aggregate traffics to date: Increase or decrease
South & Central America	Antofagasta... ...	811	10.7.49	£ 66,370	+ £ 11,070	27	£ 1,831,340	+ £ 380,820
	Costa Rica	281	Apr., 1949	35,603	+ 17,224	43	357,292	+ 46,562
	Dorada	70	May, 1949	28,732	— 2,268	21	149,043	+ 43,343
	G.W. of Brazil ...	1,083	21.5.49	19,200	— 10,600	20	755,800	+ 1,200
	Inter. Ctl. Amer. ...	794	May, 1949	$1,091,941	— $92,628	22	$5,448,628	— $548,624
	La Guaira	22¾	June, 1949	$95,586	— $20,726	23	$651,515	+ $11,222
	Leopoldina	1,902	28.5.49	43,288	+ 3,864	21	965,094	— 155,382
	Nitrate	382	30.6.49	18,929	+ 5,362	26	219,643	+ 72,618
	Paraguay Cent. ...	274	8.7.49	G143,460	+ G36,841	1	G173,186	+ G35,391
	Peru Corp. ...	1,059	June, 1949	222,231	+ 38,847	49	2,528,656	+ 437,948
	Salvador	100	Apr., 1949	c182,000	— c7,000	43	c99,755	+ c10,735
	Taltal	154	June, 1949	11,855	+ 3,085	48	111,610	+ 13,820
	United of Havana ...	1,301	11.6.49	$231,311	+ $14,746	49	$13,733,928	— $4,659,951
Canada	Canadian National...	23,473	May, 1949	10,046,000	— 240,250	21	49,046,250	+ 1,857,250
	Canadian Pacific ...	17,037	May, 1949	7,618,000	+ 566,750	21	36,541,750	+ 3,220,750
Various	Barsi Light* ...	202	June, 1949	24,233	+ 135	10	93,414	+ 12,504
	Beira	204	Feb., 1949	104,917	— 6,180	22	589,461	+ 9,141
	Egyptian Delta ...	607	31.5.49	19,952	+ 791	9	117,539	+ 7,306
	Gold Coast ...	536	Apr., 1949	225,932	+ 1,140	5	225,932	+ 1,140
	Mid. of W. Australia	277	May., 1949	31,123	+ 2,035	44	321,500	+ 53,067
	Nigeria	1,900	Mar., 1949	494,854	+ 92,981	48	5,719,011	+ 1,001,177
	South Africa ...	13,347	18.6.49	1,481,055	+ 191,587	24	16,413,398	+ 1,644,200
	Victoria	4,774	Feb., 1949	1,484,797	+ 54,817	35	—	—

* Receipts are calculated @ 1s. 6d. to the rupee